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Technical Memorandum 2-82

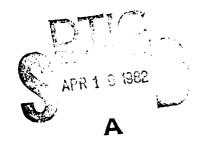
AMMUNITION TRUCK LOADING PROGRAM:

PART 1-PROGRAM DESCRIPTION

Gordon L. Herald

January 1982 AMCMS Code 612716.H700011

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Mixed vehicle load capability is permitted and large load requirements are automatically continued to other available convoy vehicles, including different vehicle types, until the request is complete.

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AMMUNITION TRUCK LOADING PROGRAM:

PART 1-PROGRAM DESCRIPTION

Gordon L. Herald

January 1982

APPROVED:

Director

U.S. Army Human Engineering Laboratory

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PREFACE

The author wishes to acknowledge the contribution of Mike Thompson for coding the BASIC language version of the program, Jim Gombash for development of the interactive dialog and data base access methods, and SP6 Larry Stevens for his untiring efforts in coding the FORTRAN version and validating the program. The HELFAST team members counseling and advice kept us going straight; Mr. John Stephens, Chief, Combat Support Directorate, coordinated the efforts of two very dissimilar teams to keep the wheels turning.

This report will be provided in three parts. Part II will contain the program flow charts and code. Part III will provide an analysis of the man-machine interface and performance.

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AMMUNITION TRUCK LOADING PROGRAM:

PART I-PROGRAM DESCRIPTION

INTRODUCTION

Background

Beginning in early 1978, the Combat Support Directorate, US Army Human Engineering Laboratory (HEL), has been actively engaged in human engineering problems related to logistics. The Human Engineering Laboratory Forward Ammunition Supply and Transfer (HELFAST) Team was formed to examine the operation of a field Ammunition Supply Point (ASP) to determine human engineering problems and to develop a data base of Materials Handling Equipment (MHE) operator performance.

In February 1980, in conjunction with the US Army Missile and Munitions Center and School (MMCS), the HELFAST Team conducted a week-long test to determine how long it took to process the paperwork from a customer ammunition convoy through the typical ASP office. Although there are several steps in the process, the most time consuming effort is that of configuring the ammunition load for each vehicle in the convoy. In this test the average time for an individual clerk to complete the issuing paperwork process for seven battalion convoys was 76 minutes per convoy. The lowest average time for any of the individuals was 63 minutes.

Other studies conducted by the HELFAST Team indicate that in a typical European battlefield scenario, an ASP can expect a convoy to arrive every 10 minutes under some conditions with an average "Mean Time Between Arrivals" (MTBA) of every 42 minutes averaged over a 24-hour period.

Since the time required to complete the paperwork could not support the expected demand, a computer-based program has been developed which acts as an aid to the ASP office personnel in developing truck load configurations for the loading of large quantities of palletized cargo.

¹Mackey, D.S., & Davall, B.M. Human Engineering Laboratory test of paper-work processing within the ammunition supply point office for ammunition issue (HEL Letter Report 278). Aberdeen Proving Ground, MD: US Army Human Engineering Laboratory, March 1980.

Objectives

The initial objectives of this task were as follows:

- a. To develop a means to significantly improve the time required by the ASP stock records clerk to configure vehicle loads.
- b. To develop a method which would merge with existing manual methods in current use in the ASP office operation but which would not destroy any advantages of the manual method.
 - c. Demonstrate a potential for ASP office manpower reductions.
- d. Devise an approach which will perform on a small computer system.
- e. Permit use by an unsophisticated user with no special training in computer terminal usage.

The first four objectives have been successfully met and even with the addition of a memory or disk resident ammunition data base, the program will perform on a small computer system. The program is within the scope of capability provided by the Division Level Data Entry Device (DLDED).

Interface requirements for the unsophisticated user have required a large portion of the resources (25% of source code dedicated to user interface) available on a small computer system. However, the man-machine dialog for this application carries a very high priority which has not been adequately defined by researchers for the caliber of user. Special testing efforts are underway to verify the integration as well as the adequacy of the dialog for the anticipated user.

DISCUSSION

Program Features

Table 1 lists the significant features incorporated into the truck loading program.

Load spanning is a feature which is performed automatically by the program. Additional pallets of ammunition that remain to be loaded, after the program has detected that a vehicle has "grossed out" or "cubed out," are "spanned" or automatically loaded upon the next available vehicle.

has reached the cubic space capacity of the vehicle.

²"Gross Out" is a term used to indicate that the computed load configuration has reached the load carrying capacity of the vehicle.

³"Cube Out" is a term used to indicate that the computed load configuration

TABLE 1

Program Features

- Load spanning across vehicles of the same or different types
 - Gap filling
 - Mixed load configurations permitted
 - No vehicle overloading
 - Loads not permitted to extend over vehicle sides
 - Multiple vehicle types supported
 - Ammunition data base
- Provision to develop loading and transportation data for items not included in ammunition data base
 - Interactive dialog

Gap ⁴ filling is a program feature which allows ammunition to be placed in partially filled virtual row positions which would otherwise not be utilized. However, due to the creation of mixed-load conditions and load dimension variations which may affect safety lashing, the ASP clerk can grant or deny the use of gap filling.

Upon completion of a loading process in which a vehicle has the remaining capacity to carry ammunition in addition to that already assigned, the ASP clerk, through the interactive facilities of the program, may grant the loading of another ammunition type and create a vehicle load configuration consisting of a mixture of ammunition types.⁵

Program loading computations will not permit a load configuration which would cause a vehicle to become loaded beyond its rated capacity or to allow loads to extend over the vehicle sides.

Gaps are incompletely filled virtual rows, detected by the program, which have resulted from a loading process in which all of the immunition directed to be loaded has been assigned.

⁵Load mixing is not automatically performed since, among other hazards, hazardous load combinations could result through mixing without checking for compatibility.

The explanation of some of these features may be aided by the loading examples of Figures 1 and 2.

A vehicle loading example is shown in Figure 1. The vehicle has been defined to have a bed length of 135 inches and a bed width of 110 inches. The load capacity is 5000 pounds. The first cargo to be loaded is indicated by boxes marked with "1" and consists of 17 pallets each weighing 357 pounds and measuring 36 inches by 24 inches. The #1 cargo is automatically spanned to vehicle 2. With permission from the clerk to mix loads, the algorithm continues with cargo #2 and detects an unused area in the virtual row occupied by cargo #1 on vehicle 2 and loads that "GAP" with cargo type #2 which is defined as 20 pallets each measuring 20 inches by 35 inches and weighing 170 pounds each. Loading continues automatically across vehicle 2 until the maximum load capacity of the vehicle is reached and the remaining load is automatically spanned to vehicle 3.

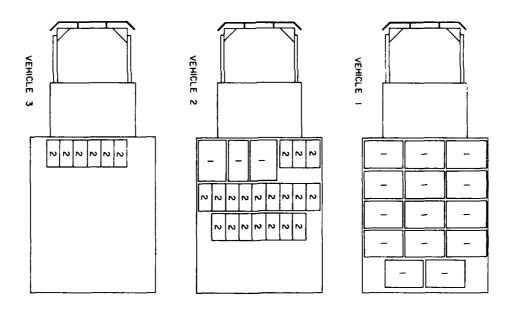


Figure 1. Example of vehicle spanning, mixed loads, gap filling for single vehicle type.

In Figure 2 a loading process has occurred which is similar to that of Figure 1; however, this example was selected to demonstrate load spanning across different vehicle types. Vehicles 1, 2, and 3 are the same as defined for the first example and vehicle 4 is a 5-ton M813A1 truck.

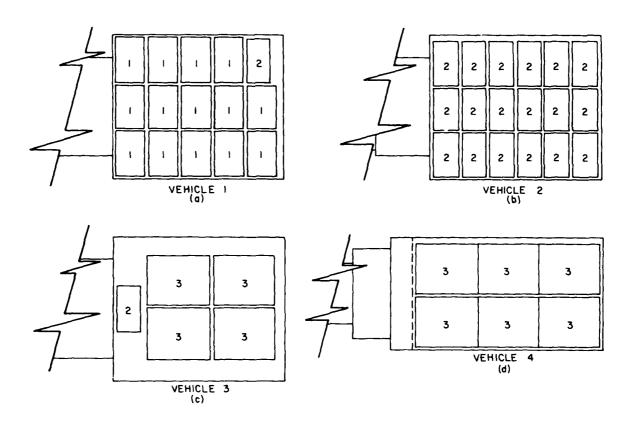


Figure 2. Example of vehicle spanning, mixed loads, gep filling for multiple vehicle types.

Four different US Army vehicle types have been predefined in the program. They are a (a) 2-1/2-ton truck, (b) a 5-ton truck, (c) an 8-ton GOER, and (d) a 12-ton S&P.

The ASP clerk can load any other vehicle type, not predefined, having a simple rectangular bed by interacting with the program to enter the appropriate bed length, bed width, and load carrying capacity.

Both a disk resident and memory resident ammunition data base (see Appendix A) is available which represent about 130 different Department of Defense Identification Codes (DODIC's) (selected by MMCS) and about 175 different National Stock Numbers (NSN's). There may be several NSN's per DODIC. The memory resident data base version has the advantage of being system independent but requires more memory.

Working interactively with the program the ASP clerk enters the requested ammunition by DODIC number and the program builds a temporary memory resident working file of ammunition to be issued by merging data from the data base with quantity, lot number, and location added through program interaction with the clerk.

Ammunition requested, but not found in the data base, is added to the temporary memory resident working file by interacting with the clerk to obtain packaging, transportation data, lot number, location, and quantity which the ASP clerk must supply from office documentation as would be the case if the manual method were in use.

The interactive dialog was designed with a number of objectives to improve the interface with the unsophisticated user. The objectives were as listed below:

- 1. Minimize verbage.
- 2. Relieve dialog of cryptic content.
- 3. Provide a friendly tone by removing hostile terms such as "in-valid," "illegal."
 - 4. Remove computer jargon.
- 5. Maintain consistent point of view; for example, is the computer an "I," "we," "you," "it?"
 - 6. Provide a consistent menu format.
 - 7. Provide dialog consistent with user requirements.
 - 8. Utilize terminology familiar to the end user (ASP clerk).
- 9. Provide consistent response time; never more than 2 seconds response to a command.

The program interacts with the ASP clerk at his level of comprehension and in familiar terminology.

Hardcopy output is provided on paper as shown in Figure 3. This conforms to DA Form 3151-R for purposes of integration with the current manual system. The "ORIENT" column was added to aid the ammunition vehicle loaders to properly orientate the ammunition pallet when placing it on the vehicle. Orientation 1 requires that the long side of the pallet be aligned parallel with the long side of the vehicle bed. Orientation 2 requires that the short side of the pallet be aligned parallel with the long side of the vehicle bed.

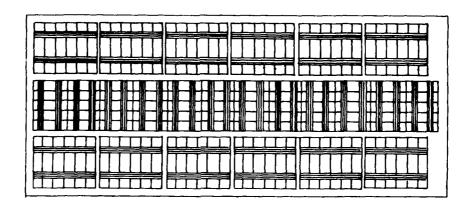
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TO: 121 AVN BN	VEHIC	LE #: 212439		
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1345-00-028-5118 K180 MINE AT(HV) M15	K14 4A	2 90	2	
DATE SIGNATURE OF ISSUI	NG CHECKER DATE	SIGNATURE C	F RECEIVING CHECKER	

Figure 3. Hardcopy output.

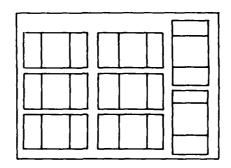
Limitations

The program is not all inclusive with respect to load configurations. First, it is designed primarily to handle large quantities of palletized ammunition; second, it does not provide for stacked load configurations; and third, optimization provides only limited stagger loading.

A complex mixed staggered load is shown in Figure 4a. Simple unmixed staggered loads may be developed by the truck loading program as shown in Figure 4b.



a. Complex mixed staggered load.



b. Simple unmixed staggered load.

Figure 4. Illustration of the differences between complex and simple staggered load.

The program relies upon the ASP clerk's experience and knowledge of ammunition when mixed loads are developed to prevent hazardous combinations and also to prevent creation of mixed loads that cannot be tied down securely.

No checking is done by the program for uneven load distribution conditions which could occur. This situation is likely to develop when mixed loads are permitted and whenever a vehicle gross weight limit is met before the cubic capacity is reached. Loaders and load checkers are depended upon to prevent this condition from occurring.

Operational Characteristics

The truck loading program initiates a dialog with the ASP clerk by prompting for ASP identification, requestor identification, and then prompts for the number and type of vehicle, which the ASP clerk can select from a displayed list of four predefined vehicles, to receive the first ammunition load.

The interaction continues with a prompt requesting the ASP clerk to enter the ammunition DODIC requested for issue. The ammunition data base is searched, and the packaging, transportation, and nomenclature is displayed at the clerk's terminal for all ammunition NSN's in the data base which are common to the DODIC number entered. The clerk makes a selection, based upon availability, from the displayed list. Additional prompts request the clerk to enter the ammunition lot number, lot location, quantity requested, and quantity issued which is appended to the data from the selected item of the data base. Prompting continues for additional DODIC's until the clerk has processed the entire ammunition request.

The process of selecting ammunition from the data base to fill the issue request creates a temporary memory resident file of the entire ammunition request.

Upon completing the DODIC entry and selection process, the program will display the temporary memory resident file of ammunition and request the ASP clerk to select one of the items to be loaded. The selection process will be influenced by the location of the ammunition in the storage area and the route which the vehicles must use to pick up the load.

Selection of the ammunition to be loaded causes the loading algorithm to execute and configures the load for the vehicle type previously identified. As each vehicle is loaded, the program prompts the clerk for a vehicle "bumper number" and prints a vehicle loading document, DA Form 3151-R compatible output.

⁶A single DODIC number may have several NSN's common to it. Usually only packaging dimensions and quantities vary among different NSN's.

Loads which require more than one vehicle are automatically spanned across vehicles. When loading of a selected ammunition type is completed, the program will prompt the clerk to select the next ammunition to be loaded from a displayed list of remaining ammunition requests. The last vehicle used for the previous load may have space and capacity to accept the next load, and loading will commence with the partially loaded vehicle if the clerk permits a mixed-load to be performed. Loading will continue until the request is completed or until all vehicles of the selected type are utilized. When all vehicles of a given type have been used, the program will prompt for identifications of additional vehicles of another type to be loaded. Thus loads may be spanned across vehicle types.

A detailed loading example is provided in Appendix B which illustrates the procedure, dialog, interaction, and hardcopy output. The example also illustrates the level of loading complexity by demonstrating (a) loads spanning vehicles, (b) loads spanning vehicles of different types, (c) simple staggered loading, and (d) mixed loads.

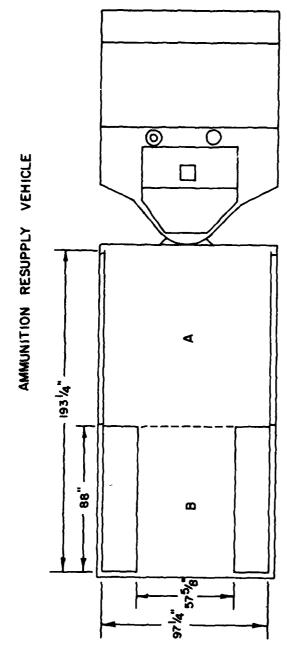
Load Computation Process

The process of loading a vehicle can be visualized as first computing the number of pallets of the selected ammunition type which can be loaded in the cargo space on a vehicle and also computing the number of ammunition pallets which can be carried by the vehicle based upon the vehicle gross weight capacity. The pallet count per vehicle is selected as the maximum from either of the two calculations but not more than that determined by the gross weight capacity. Loading of the vehicle may be visualized as placing ammunition pallets on the vehicle bed in a virtual row by row fashion with the first row starting at the front, left corner of the vehicle bed and proceeding across the vehicle bed, from left to right, toward the other side. When all pallets have been placed in the first row, the next row, closer to the tailgate of the vehicle, is started.

If loading exhausts the quantity of ammunition to be loaded before a row is completed, a "GAP" is declared and, if mixed loads are permitted, the "GAP" may be filled with another type of ammunition which will fit in the "GAP." The size of the "GAP" is the remaining unused row distance across the vehicle bed width by the row width which is the width of the last pallet in the incomplete row.

The ASP clerk, controlling the loading process, may decide not to use the "GAP" and loading can continue with the next row. If ammunition that remains to be issued cannot fit in the space remaining on the vehicle, loading will be automatically initiated for the next available vehicle.

The GOER, see Figure 5, is handled as a special case. The loading algorithm considers the sections marked A and B, delineated by a dashed line, as two separate compartments. Loading begins with the A (forward) compartment and, if vehicle gross weight is not exceeded, continues into the B (rear) compartment. The program will combine the A and B compartments to accommodate loads which exceed the A-compartment bed length.



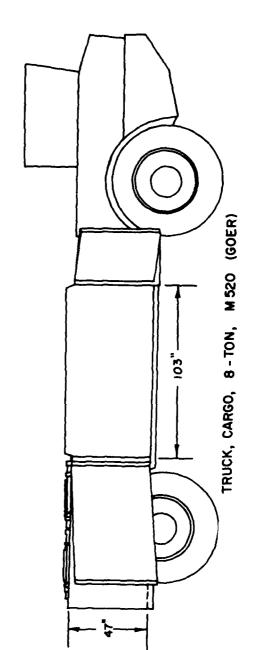


Figure 5. Truck, cargo 8-ton, section definition.

Figure 6 is a coarse outline of the truck loading algorithm which will aid in visualizing the loading process.

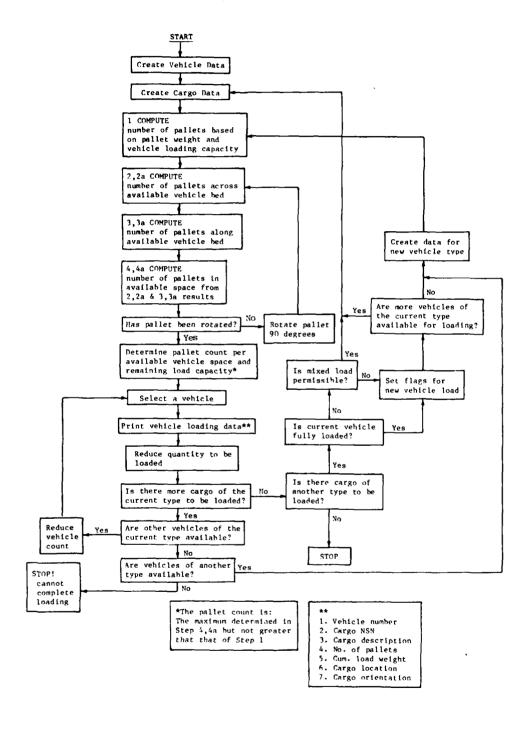


Figure 6. Outline of cargo loading program.

Exception Handling

The ammunition data base was created from a list of ammunition requirements most probably to be requested by combat units. Ammunition requirements for new weapon systems such as the Infantry Fighting Vehicle (IFV), Cavalry Fighting Vehicle (CFV), and the Division Air Defense Systems (DIVADS) have not been included. When requested DODIC's are not located in the data base, the ASP clerk is required to utilize available documentation, such as supply catalogs, to obtain and enter the NSN, packaging, transportation, and nomenclature data. When this is done, an entry is created in the temporary memory resident file for the convoy ammunition request as would have been the case if the requested DODIC were located in the data base. The data base is not extended and the program does not retain a permanent record of this entry.

Exceptions to the predefined list of vehicles are handled by the ASP clerk selecting vehicle type "OTHER." The ASP clerk will then be requested to enter the vehicle bed length and width dimensions plus the load carrying capacity of the vehicle. "OTHER" vehicle types are limited to vehicles having a simple rectangular load bed. Data entered for vehicle type "OTHER" is not permanently retained by the program and initial data will be lost when "OTHER" is reselected or the program restarted.

Small quantities of ammunition, that is quantities of less than one pallet, are handled as "Unassigned Loads." These are loads which would probably be package level quantities and would most likely be loaded manually. An issue document is generated without a vehicle assignment. Unused gaps, space at the sides or tail of a vehicle, or miscellaneous vehicles accompanying an ammunition convoy would carry these ammunition requests.

Hardware and Software Requirements

Software—The program is written in the FORTRAN IV computer language and requires approximately 43,000 bytes of memory. Storage requirements for the disk resident data base is 20480 bytes formatted. Binary format rather than ASCII format is used to improve disk record access time.

The minimum hardware configuration for a single user is:

- a. Small computer with 64K bytes memory and 16-bit word size.
- b. Disk storage device with 3.1 million byte capacity, 70 ms average access time and 1.44 million bites per second transfer rate.
- c. Video terminal and keyboard with 24-line by 80-column output with 9600 band transmission rate.
- d. Hardcopy output device with 120 character per second output rate and 80 characters per line.

Most minicomputer and 16-bit microcomputers are adequate for the computational and interactive requirements for a single user system. The HEL field test system will use a PDP11/24 computer.

Disk performance is critical. If transfer rates are reduced and access times increased beyond optimum value, data base search times become excessive and can seriously degrade the interaction between the user and computer system.

A video terminal with a high speed transmission rate is required to maintain a high rate of interaction with the user, especially when presenting the list of ammunition requests. Video terminals also reduce the amount of paper required since there is usually no need to maintain a record of user interaction with the system.

Hardcopy output, with multipart forms capability, is required to provide a DA 3151-R compatible (three copies) for vehicle loading and issue records. Print rates slower than 120 characters per second are not sufficient to prevent a hardcopy output bottleneck during peak activity.

CONCLUSIONS

Laboratory testing of personnel is in progress and preliminary results are favorable. Results so far indicate than even inexperienced personnel can develop ammunition vehicle loads faster than highly experienced personnel using the manual method. Variations in time to configure loads are greatly reduced among personnel of different capabilities due to the elimination of difficult and time consuming arithmetic calculations.

Unsophisticated users, personnel with little or no prior experience using computer terminals, successfully respond and interact with the program dialog.

The approach selected was successfully implemented on a small computer system of the scale and configuration which will be available in actual field units in the near future.

A fail-safe method of merging an automated process with a manual process has been achieved.

RECOMMENDATIONS

The truck loading program should be implemented with the Standard Army Ammunition System (SAAS) Level 4.

Future efforts should include a method to assist the ASP clerk to select a loading sequence which would optimize the movement of ammunition vehicles through the storage area. This would help to improve the overall ammunition handling time and reduce traffic congestion.

Graphics are needed in three areas:

- 1. During load configuration to help the ASP clerk select loads by graphically showing the vehicle loading as it is developed.
- 2. To help the ASP clerk select a loading sequence based upon ammunition location and traffic routes in the storage area.
- 3. To provide hardcopy graphic output to help the ammunition handlers properly configure vehicle loads.

APPENDIX A

AMMUNITION DATA BASE

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390' 280' 480'1235' 280' 282' 133' 62' 60' 14' 3'21' A'81 MM-ILLUM 340' 480' 240' 450' 245' 85' 83' 49' 10' 4'40' -'CTG HE UND UND 420' 530' 450'1936' 530' 261' 138' 66' 51' 14' 3'36' A'81MM-HE 420' 530' 450'1936' 530' 261' 138' 66' 51' 14' 3'36' A'81MM-HE 420' 530' 450'1936' 530' 261' 138' 66' 51' 14' 3'36' A'81MM-HE 420' 530' 450'1936' 530' 261' 138' 66' 51' 14' 3'36' A'81MM-HE 420' 530' 450'1936' 530' 261' 139' 66' 51' 14' 3'21' A'81MM-SMOKE-UP 480' 320'1171' 480' 261' 139' 66' 51' 14' 3'21' A'81MM-SMOKE-UP 360' 370' 440'1900' 370' 372' 121' 77' 12' 20' 2'15' A'105MM-SMOKE-UP 360' 370' 480'2240' 370' 372' 121' 77' 12' 20' 2'15' A'105MM-SMOKE-UP 360' 370' 480'2240' 370' 372' 121' 77' 12' 20' 2'18' A'105MM-SMOKE-UP 360' 370' 480'2240' 370' 372' 121' 77' 120' 20' 2'18' A'105MM-SMOKE-UP 360' 370' 480'2240' 370' 372' 121' 77' 120' 20' 2'18' A'105MM-SMOKE-UP 360' 370' 480'2240' 370' 372' 121' 77' 120' 20' 2'18' A'105MM-SMOKE-UP 360' 370' 480'2240' 370' 372' 121' 77' 120' 20' 2'18' A'105MM-SMOKE-UP 360' 370' 480'390' 144' 87' 122' 28' 2'15' A'105MM-APDS-T 400' 424' 500'1920' 491' 399' 141' 87' 122' 28' 2'15' A'105MM-APDS-T 430' 460' 460'2060' 520' 458' 142' 87' 132' 33' 2'15' A'105MM-HEAT 430' 460' 460'2060' 520' 458' 142' 83' 132' 33' 2'15' A'105MM-HEAT 430' 460' 460'2060' 520' 458' 142' 83' 132' 33' 2'15' A'105MM-HEAT	315-00-143-70		• •	-	1235		282	131	,99	55,	14′	ě	ì	A'8	1MM-ILLUM
340' 480' 2040' 450' 245' 85' 83' 49' 10' 4'40' -'CTG HE W@O FUIZE 420' 530' 450'1936' 530' 261' 138' 66' 51' 14' 3'36' A'81 MM-HE 420' 530' 450'1936' 530' 261' 138' 66' 51' 14' 3'36' A'81 MM-HE 420' 530' 450'1936' 530' 261' 138' 66' 51' 14' 3'36' A'81 MM-HE 420' 530' 450'1936' 530' 261' 139' 66' 51' 14' 3'21' A'81MM-SMOKE-WP 480' 320'1171' 380' 261' 139' 66' 51' 14' 3'21' A'81MM-SMOKE-WP 480' 320'1171' 480' 261' 139' 66' 51' 14' 3'21' A'81MM-SMOKE-WP 360' 370' 440'1900' 310' 372' 121' 77' 12' 20' 2'15' A'105MM-SMOKE-WP 360' 370' 480'2240' 370' 372' 121' 77' 120' 20' 2'15' A'105MM-SMOKE-WP 360' 370' 480'2240' 370' 367' 121' 70' 121' 17' 2'18' A'105MM-SMOKE-WP 360' 370' 480'2240' 370' 372' 121' 76' 120' 20' 2'15' A'105MM-SMOKE-WP 360' 370' 480'2240' 370' 372' 121' 77' 120' 20' 2'15' A'105MM-SMOK-WE 360' 370' 480' 370' 141' 87' 122' 28' 2'15' A'105MM-APDS-T 400' 424' 500'1920' 491' 399' 141' 87' 122' 28' 2'15' A'105MM-APDS-T 420' 380' 500'2456' 460' 380' 140' 78' 132' 20' 2'15' A'105MM-HEAT 430' 460' 460' 2060' 520' 458' 142' 83' 132' 33' 2'15' A'105MM-HEAT 430' 460' 460' 2060' 520' 458' 141' 87' 132' 33' 2'15' A'105MM-HEAT 430' 460' 460' 2060' 520' 458' 141' 83' 132' 33' 2'15' A'105MM-HEAT 430' 460' 460' 2060' 520' 458' 141' 83' 132' 33' 2'15' A'105MM-HEAT 430' 460' 460' 2060' 520' 458' 141' 83' 132' 33' 2'15' A'105MM-HEAT	1315-00-965-07	•		-	1235		282	133	62,	, 90	14	ě	;	8,4	1 MM-ILLUM
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420' 530' 450'1936' 570' 261' 138' 66' 51' 14' 3'36' 420' 530' 450'1936' 530' 261' 138' 66' 51' 14' 3'36' 420' 480' 320'1171' 380' 261' 139' 66' 51' 14' 3'21' 480' 480' 320'1171' 480' 261' 139' 66' 51' 14' 3'21' 36' 370' 440'1800' 310' 372' 121' 77' 12' 2' 15' 370' 360' 440'1900' 310' 372' 121' 77' 120' 20' 2'15' 370' 360' 370' 480'2240' 370' 372' 121' 76' 120' 20' 2'18' 360' 370' 480'2240' 370' 375' 121' 70' 121' 17' 2' 18' 360' 370' 480'2240' 370' 370' 121' 77' 120' 20' 2'18' 360' 370' 480'2240' 370' 378' 114' 69' 120' 20' 2'18' 360' 370' 430' 1880' 370' 378' 114' 69' 120' 20' 2'15' 400' 424' 500'1920' 490' 399' 141' 87' 122' 28' 2'15' 400' 424' 500'1920' 491' 399' 141' 87' 122' 28' 2'15' 400' 424' 500'1920' 491' 399' 141' 87' 122' 28' 2'15' 400' 424' 500'1920' 491' 399' 141' 87' 132' 33' 2'15' 430' 460' 460'2600' 520' 458' 142' 83' 132' 33' 2'15' 430' 460' 460'260' 520' 458' 141' 83' 132' 33' 2'15'	000-00-00-000	•		•	1936		261	138	,99	51,	14′	9	, 9	8,8	1 TH-HE
420' 530' 450' 1936' 530' 261' 138' 66' 51' 14' 3'36' 420' 480' 320' 1171' 380' 261' 139' 66' 51' 14' 3'21' 480' 480' 320' 1171' 380' 261' 139' 66' 51' 14' 3'21' 360' 370' 370' 130' 372' 121' 77' 12' 20' 2'15' 370' 360' 440' 1980' 330' 372' 121' 77' 120' 20' 2'15' 360' 370' 480' 2240' 370' 375' 121' 76' 120' 20' 2'18' 360' 370' 480' 2240' 370' 375' 121' 76' 120' 20' 2'18' 360' 370' 480' 2240' 370' 375' 121' 77' 120' 20' 2'18' 360' 370' 480' 1880' 370' 370' 121' 77' 120' 20' 2'18' 360' 370' 430' 1880' 370' 378' 114' 69' 120' 20' 2'15' 400' 424' 500' 1920' 490' 399' 141' 87' 122' 28' 2'15' 400' 424' 500' 1920' 491' 399' 141' 87' 122' 28' 2'15' 400' 424' 500' 1920' 491' 399' 141' 87' 122' 28' 2'15' 40' 40' 460' 2060' 520' 458' 142' 83' 132' 33' 2'15' 430' 460' 460' 2060' 520' 458' 141' 83' 132' 33' 2'15' 430' 460' 460' 2060' 520' 458' 141' 83' 132' 33' 2'15'	315-00-935-19:	•		-	1936		261	138	,99	517	14	9,0	Š	8,4	1 mm-HE
420' 480' 320'1171' 380' 261' 139' 66' 51' 14' 3'21' 480' 480' 320'1171' 480' 261' 139' 66' 51' 14' 3'21' 480' 480' 320'1171' 480' 261' 139' 66' 51' 14' 3'21' 370' 440'1980' 330' 372' 121' 77' 12' 20' 2'15' 360' 370' 480'2240' 370' 375' 121' 76' 120' 20' 2'18' 360' 370' 480'2240' 370' 375' 121' 76' 120' 20' 2'18' 360' 370' 480'2240' 370' 375' 121' 77' 120' 20' 2'18' 360' 370' 480'2240' 370' 375' 121' 77' 120' 20' 2'18' 360' 370' 480'1880' 370' 379' 141' 87' 122' 28' 2'15'+ 400' 424' 500'1920' 491' 399' 141' 87' 122' 28' 2'15'+ 400' 424' 500'1920' 491' 399' 141' 87' 132' 28' 2'15'+ 400' 424' 500'1920' 491' 399' 141' 87' 132' 38' 2'15'+ 430' 460' 460'2060' 520' 458' 142' 83' 132' 33' 2'15' 430' 460' 460'2060' 520' 458' 141' 83' 132' 33' 2'15'	1315-00-935-19:	4		-	1936		261′	138′	,99	517	14	'n		8,4	1MM-HE
480 480 320 1171 480 261 139 66 51 14 3 21 36 36 370 440 1990 310 372 111 77 12 20 2 15 370 340 440 1990 310 372 119 77 12 20 2 15 360 370 440 1900 310 375 119 76 120 20 2 15 360 370 480 2240 370 375 121 76 120 20 20 2 18 360 370 480 2240 370 372 121 76 121 17 2 18 360 370 480 2240 370 372 121 76 121 17 2 18 360 370 480 2240 370 372 121 77 120 20 20 2 18 360 370 430 1880 330 378 114 69 120 20 20 2 13 400 424 500 1920 491 399 141 87 122 28 2 15 400 424 500 1920 491 399 141 87 122 28 2 15 420 380 500 2456 460 380 140 78 132 33 2 15 430 460 460 2060 520 458 142 87 132 33 2 15 430 460 460 2060 520 458 141 83 132 33 2 15		•	-	• •	1171		261	139	,99	51,	14′	8,0		9	1MM-SMOKE-WP
360' 370' 440' 1880' 330' 372' 121' 77' 12' 20' 2'15' 370' 360' 440' 1900' 310' 373' 119' 76' 120' 20' 2'15' 360' 370' 340' 2240' 370' 375' 121' 76' 120' 20' 2'15' 360' 370' 480' 2240' 370' 375' 121' 76' 120' 20' 2'18' 360' 370' 480' 2240' 370' 372' 121' 70' 121' 17' 20' 20' 2'18' 360' 370' 430' 1880' 330' 378' 114' 69' 120' 20' 2'15' 360' 370' 430' 1880' 330' 378' 114' 69' 120' 20' 2'15' 400' 424' 500' 1920' 490' 399' 141' 87' 122' 28' 2'15' 420' 380' 500' 245' 460' 380' 140' 78' 132' 28' 2'15' 430' 460' 460' 2060' 520' 458' 142' 83' 132' 33' 2'15' 430' 460' 460' 2060' 520' 458' 141' 87' 132' 33' 2'15' 430' 460' 460' 2060' 520' 458' 141' 83' 132' 33' 2'15' 430' 460' 460' 2060' 520' 458' 141' 83' 132' 33' 2'15'	1315-00-574-76	•	-	٠.	1171		261	139	,99	51,	14	è	, <u></u>	4.1	OS MM-HE
370 360 440 1900 310 373 119 76 120 20 215 36 370 360 440 1900 310 373 119 76 120 20 215 36 370 480 2240 370 375 121 76 120 20 218 360 370 480 2240 370 375 121 70 121 17 120 20 218 360 370 480 2240 370 372 121 77 120 20 215 360 370 430 1880 370 378 114 69 120 20 215 400 424 500 1920 490 378 114 69 120 20 215 400 424 500 1920 491 399 141 87 122 28 215 440 424 500 1920 491 399 141 87 122 28 215 420 380 500 2456 460 380 140 78 132 28 215 430 460 460 2060 520 458 142 87 132 33 215 430 460 460 2060 520 458 142 87 132 33 215	1315-00-926-40:			•		330	372′	121	77′	12,	20,	2,		Ä	OSMM-HE
360′ 370′ 480′2240′ 370′ 375′ 121′ 76′ 120′ 20′ 2′18′ 360′ 370′ 480′2240′ 370′ 367′ 121′ 70′ 121′ 17′ 120′ 20′ 2′18′ 360′ 370′ 480′2240′ 370′ 367′ 121′ 70′ 121′ 17′ 120′ 20′ 2′18′ 360′ 370′ 430′1880′ 330′ 378′ 114′ 69′ 120′ 20′ 2′15′ 400′ 424′ 500′1920′ 490′ 378′ 114′ 69′ 120′ 20′ 2′15′ 400′ 424′ 500′1920′ 490′ 378′ 114′ 69′ 120′ 20′ 2′15′ 400′ 424′ 500′1920′ 490′ 378′ 114′ 69′ 122′ 28′ 2′15′ 400′ 424′ 500′1920′ 491′ 399′ 141′ 87′ 122′ 28′ 2′15′ 420′ 380′ 500′2456′ 460′ 380′ 140′ 78′ 132′ 28′ 2′15′ 430′ 460′ 2060′ 520′ 458′ 142′ 83′ 132′ 33′ 2′15′ 430′ 460′ 460′2060′ 520′ 458′ 141′ 83′ 132′ 33′ 2′15′ 430′ 460′ 460′2060′ 520′ 458′ 141′ 83′ 132′ 33′ 2′15′ 430′ 460′ 460′2060′ 520′ 458′ 141′ 83′ 132′ 33′ 2′15′ 430′ 460′ 460′2060′ 520′ 458′ 141′ 83′ 132′ 33′ 2′15′ 5′15′ 430′ 460′ 460′2060′ 520′ 458′ 141′ 83′ 132′ 33′ 2′15′				-			373			120′	20,	2′1	ò	7	OSMM-SMCKE-HC
360' 370' 480'2240' 370' 367' 121' 70' 121' 17' 2'18' 360' 370' 480'2240' 370' 372' 121' 77' 120' 20' 2'18' 360' 370' 430'1880' 330' 378' 114' 69' 120' 20' 2'15' 400' 424' 500'1920' 490' 378' 114' 69' 120' 20' 2'15' 400' 424' 500'1920' 491' 399' 141' 87' 122' 28' 2'15' 400' 424' 500'1920' 491' 399' 141' 87' 122' 28' 2'15' 430' 460' 460'2060' 520' 458' 142' 87' 132' 33' 2'15' 430' 460' 460'2060' 520' 458' 142' 83' 132' 33' 2'15' 430' 460' 460'2060' 520' 458' 141' 83' 132' 33' 2'15'				•	2240′		375			120	20,	2,1	ò	4.1	OSMM-SMOKE-WP
360′ 370′ 480′2240′ 370′ 372′ 121′ 77′ 120′ 20′ 2′18′ 360′ 370′ 430′1880′ 330′ 378′ 114′ 69′ 120′ 20′ 2′15′ 360′ 370′ 430′1880′ 330′ 378′ 114′ 69′ 120′ 20′ 2′15′ 400′ 424′ 500′1920′ 490′ 399′ 141′ 87′ 122′ 28′ 2′15′ 420′ 380′ 500′2456′ 460′ 380′ 140′ 78′ 132′ 28′ 2′15′ 430′ 460′ 460′2060′ 520′ 458′ 142′ 83′ 132′ 33′ 2′15′ 430′ 460′ 460′2060′ 520′ 458′ 142′ 83′ 132′ 33′ 2′15′ 430′ 460′ 460′2060′ 520′ 458′ 141′ 83′ 132′ 33′ 2′15′ 430′ 460′ 460′2060′ 520′ 458′ 141′ 83′ 132′ 33′ 2′15′ 430′ 460′ 460′2060′ 520′ 458′ 141′ 83′ 132′ 33′ 2′15′ 430′ 460′ 460′2060′ 520′ 458′ 141′ 83′ 132′ 33′ 2′15′ 5′15′ 430′ 460′ 460′2060′ 520′ 458′ 141′ 83′ 132′ 33′ 2′15′ 5′15′	1315-00-143-76			•	2240′		367	,	70′1	121	17	2,1		4	OS MM, SMOKE-WP
360 370 430 1880 330 378 114 69 120 20 2 15 36 370 430 1880 370 378 114 69 120 20 2 2 33 40 400 424 500 1920 490 399 141 87 122 28 2 15 40 424 500 1920 491 399 141 87 122 28 2 15 40 420 380 500 2456 460 380 140 78 132 20 2 15 40 450 460 460 458 142 87 132 33 2 15 40 450 460 460 520 458 142 87 132 33 2 15 40 450 460 460 520 458 141 83 132 33 2 15	315-00-439-61			•	2240′		372'	121	77′ 1	120	20,	2		A 1.	OSMM, SMOKE-WP
760 370 430 1880 370 378 114 69 120 20 2 33 400 424 500 1920 490 399 141 87 122 28 2 15 4 400 424 500 1920 490 399 141 87 122 28 2 15 4 400 424 500 1920 491 399 141 87 122 28 2 15 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	1315-00-162-20			430	1880′	330,	378	114	69	120,	20,	2,1		7.1	OSMM-SMOK-HE
7 400 424 500 1920 490 399 141 87 122 28 2 15 + 400 424 500 1920 491 399 141 87 122 28 2 15 15 14 400 424 500 1920 491 399 141 87 122 28 2 15 15 120 380 500 2456 460 380 140 78 132 20 2 18 1430 460 460 2060 520 458 142 87 132 33 2 15 1430 460 460 2060 520 458 141 83 132 33 2 15 15 1430 460 460 2060 520 458 141 83 132 33 2 15	315-00-965-07:			430	1880		378	114	69' 1		20,	2,0		4.10	OSMM-HE
400' 424' 500'1920' 491' 399' 141' 87' 122' 28' 2'15' 420' 380' 500'2456' 460' 380' 140' 78' 132' 20' 2'18' 430' 460' 460'2060' 520' 458' 142' 87' 132' 33' 2'15' 430' 460' 2060' 520' 458' 142' 83' 132' 33' 2'15' 430' 460' 460' 520' 520' 458' 141' 83' 132' 33' 2'15'	315-01-030-68	Ţ			1920′		366	141	87	122/	28,	2	+	7	OSMM APDS-T
420' 380' 500'2456' 460' 380' 140' 78' 132' 20' 2'18' 430' 460' 460'2060' 520' 458' 142' 87' 132' 33' 2'15' 480' 460' 460'2060' 520' 458' 142' 83' 132' 33' 2'15' 430' 460' 460'2060' 520' 458' 141' 83' 132' 33' 2'15'	315-01-030-74	-			1920		3991	141	87′1	1227	28,	2,1	'n	B' 1	OSMM-APDS-T
430' 460' 460'2060' 520' 458' 142' 87' 132' 33' 2'15' 430' 460' 460'2060' 520' 458' 142' 83' 132' 33' 2'15' 430' 460' 460'2060' 520' 458' 141' 83' 132' 33' 2'15'	315-00-926-18	-		500	2456		380	140	78′ 1	132	, 20	2,1	ò	9.1	OSMM-APDS-T
6-2886′ 430′ 460′ 460′2060′ 520′ 458′ 142′ 83′ 132′ 33′ 2′15′ 8-3989′ 430′ 460′ 460′2060′ 520′ 458′ 141′ 83′ 132′ 33′ 2′15′	315-00-192-95	•	-	•	2060	520′	458	142	87′1	132′	33,	2,1	'n	A .1	OSMM-HEAT
5-00-926-3989′ 430′ 460′ 460′2060′ 520′ 458′ 141′ 83′ 132′ 33′ - 2′15′	315-00-756-28	Ţ	-	•	2060′	520′	458	142′	83, 1	132	33,	ķ	ò	Ä	OSMM-HEAT
	5-00-9	Ċ		460	2060	520	458	141	83′1	132	33,	2,1	'n	Š	OSMM-HEAT

1 2	3	-	9	7	80	6	10	=	12	13	-	5 16
C512'1315-00-143-7183'	440 440	٠,	500/2135/	560	440′	148	38	137	32,	2,1	∯.	+/105MM-SMOKE
C518'1315-00-728-0704'	420' 43	430,	480/2135/	500	435	140	85,	137	30,	2′1	'n	2'15' A'105MM-HEP-T
C518'1315-00-935-6128'	420 43	430	500/2135/	520	435	140	83,	137	30,	21	Š	A 105MM-HEP-T
C519'1315-00-143-6930'	420' 46	460	510/2180/	550	467	143	,06	140′	35	2′1	+	+/105MM-SMOKE
C519/1315-00-935-6154/	430, 46	460	500/2180/	560	467	143	<u>,</u>	140	35/	2.1	÷	+ 105MM WP-T
C521/1315-00-038-6838/		480′	490/1930/	580	477	141	,98	1227	34	2/15	Š	B 105MM-APFSDS-T
C704/1315-00-028-5016/	440/ 32	320, 1	490/2048/	3907	321	112′	72'	82,	15′	2,2		A'4.2-HE
C704'1315-00-143-7178'		3207	490/2048/	390	321	112′	717	85,	15	2.24		A'4.2-HE
C704'1315-00-926-1935'	440′ 32	3207	490/2048/	390	321	112′	72′	82,	15	2,2		A'4.2-HE
C705'1315-00-028-5107'	450′32	320, 1	410/1720/	340	3217	112′	72′	82,	15′	2,20,		-/CTG HE W@O FUZE FOR 4.2
C706/1315-00-028-5015/		320′ 4	410/1760/	340	321	121	72′	82,	15	2.20,		- CTG ILL 4.2 IN MORTAR
C708/1315-00-028-5028/	400, 48	480	370'1820'	410	321	112	72′	86,	, 10,	2/20/		A'4.2-SMOKE-WP
C708'1315-00-926-1935'	400, 48	480′	370'1820'	410	3217	112′	721	, 98	15. 15.	2/20/		A'4.2 SMOKE-WP
	400 48	480′	370/1820/	410	321	112	72′	, 86,	15.	2.20		A'4.2 SMOKE-WP
CHAP 1410-00-421-16321	2907 36	7,09€	450/1402/	360	ဝဲ	ò	ò	ò	ò	4 1		A CHAPARRAL
D361'1320-00-926-3986'	410 55	550′	470/1904/	ò	ò	ò	ò	ò	ò	1/16		-/CHG PROP 175MM
D381'1320-00-143-6832'	370′ 42	420,	420' 953'	370′	421	126,123	23,	, 26	32,	1	ķ	+/CTG 152MM HEAT-T-MP
D390'1320-00-926-4103'		3901	450 953	400	3957	125/1	32,	.26	407	`	ò	- CTG ANTIPERSONNEL 152MM
D505/1320-00-935-2091/		136′	320' 862'	,09	ò	ò		ò	ò	ò	_ _	B/155-ILLUM
1320-00-926-9276			315/ 727/	, 89	271′	135/315/		727	68,	ò		-/PROJ 155MM HC SMOKE
D533'1320-00-143-6847'	410′25	290′	460/1330/	310′	292	85,	`	50,	117	1,25,		B'155MM CHAR PROP WHIT BAG
D534'1320-00-767-9441'	430′27	270′ 1	490/1196/	320	277	73,	73,	31,	ò	1736		
0536/1320-00-775-1533/		-	-	570	5501	<u>,</u> 8	, 86	87,	30′	3/16		
D540'1320-00-028-4873'		•	403 997	ò	ò	ò	ò	ò	ò	2,48,	•	-/CHG PROP 155MM 6B
D541/1320-00-028-4878/			460/1600/	590	275′	777	11,	30	ò	1.50	-	- 1
D541/1320-00-284-4879/	4007 55	550′	460′1600′	590	275′	,22	11,	30,	ò	1,50,		B'155MM CHARGE, PRDP-M4
D541 1320-00-935-1923	4007 55	550′,	460'1600'	590	275′	71,	11,	30°	ò	1,50,		B'155MM CHARGE, PROP-M4
D544'1320-00-529-7331'	271′ 13	1367	320/ 797/	,09	271	13673	320′	, 161	,89	ò	-	A 155MM-HE
D544'1320-00-782-5532'	2717 13	136	320/ 797/	, 89	ò	136/320/	3201	197	,89	ò		A / 155MM-HE
D544'1320-00-926-9319'	` .	1367	320' 797'	, 89	271′	136/320/	3207	797	,89	ò	` -	A 155MM-HE
D550'1320-00-028-4883'	270′ 14	140′	320′830′	70,	2717	27171	136	8307	, 29	ò	-	A/155MM-SMOKE,WP
1. ODIC number					width (inches)	s)						
		_		height	(inches	es)	Īŧ	ems in	Items in columns	นร		
. Pallet	length (inches)	_		weight	(1hs)		'n	4,5,7,	3,4,5,7,8,9,&10	c		
. Pallet width (inches)			volume	cu.f	t.)	ha	have a t	times 1	c		
. Pallet height	(inches)			er pac	kage		SC	scale factor	ctor			
6. Pallet weight	(1hs)	, r	14. Packages per pallet	s per	allet		ab	applied.				

-	1. CODIC number	umber		6	9. Package width (inches)	
2.	NSN			10.	Package height (Inches)	Items
٠,	Pallet	Pallet length (inches)	inches)	11.	Package weight (1hs)	3,4,5,
4.	Pallet	4. Pallet width (inches)	nches)	12.	Package volume (cu.ft.)	have a
۸.	Pallet	5. Pallet height (inches)	inches)	13.	13. Rounds per package	scale
9	Pallet	6. Pallet weight (lhs)	1hs)	14.	14. Packages per pallet	applie
7	Pallet	7. Pallet volume (cu.ft.)	cu.ft.)	15.	15. DOT class	

					•	•				_		60		_	_			_	_		_	OKE) MP			_	OLET		-SMOKE	TEA						_	M72A1	M72	M72		z	_		_		-
92	A 155MM - SMOKE - MP	A 1 MARKET SMOKE LED		**************************************	****155MM-HE	A 1155MM-HE	A 155MM-HE	++/165MM-HEP	- PROJ HE 175MM	A 155MM-HERA	A 155MM-HERA	- PROJ 8 IN HE XM509	B'8 IN CHARGE, PROP	B'8IN-CHARGE, PROP	B'8 IN CHARGE, PROP	B'8IN-CHARGE, PROP	A'8IN-HE	A'8IN-HE	A DRAGON	A GRENADE-HEM6M	- GRENADE M26	C'GREN-HD-RIFLE(SMOKE)-WP	C'SMOKE-GREEN	C'SMOKE-YELLOW	C.GRENADE-SMOKE-RED	R'GRENADE-SMOKE-VIOLET	B GRENADE-CS	A LLAUNCHER-GRENADE-SMOKE	A'ROCKET, 66MM-TFA-TEA	B/2.75-APERS	4.7.70-FF4-		A.2.75-SMOKE, WP	A'2.75 SMOKE-WP	A'2,75-HE	3'++'ROCKET-HE, 66MM-M72A	3'++'ROCKET-HE: 66MM-M72	3'++'ROCKET-HE: 66MM-M72	$\overline{}$	-'ROCKET HE 2.75 IN	A.HAWK	A'HELLFIRE	A'MINE-AP	A'MINE-AP	D.MINE.DP
2	, V	Š	* * * *	1,++,	/++/1	, A'1	/ A′1	1,++,	4/-/	, A'1	, A'1						A'6	3, V								-										4.++.	生/++/	生/十十/				, A't			
=	à	à	• •	8, 1	, 8	8′1	8, 1	1,20	6′1	% 3	, 8	6′1	1,50,	1,50	1,32	1,32	э́,	6,4	20′1	30/24/	25,32	16/56/	16.42	16/42/	16.42	16.42	16.42	8.16	16′2	4/15	71.6	4/12/	4/16	4.16	4/10/			15′3	15'18'	4.16	1, 1,	1 1	4.60	90,30,	6.24
12	à	è è	, à	,89	,89	,89	,89	18′	, (è,	67,	95	*	10′	10′	16′	16′	4	, 4 .		14′		,04	26	.06	,06	ò	80	.55	4) (8)		30.0	30,	30,	357			80,	. 48	ò	ò	ò	ò	, ,	à
E	- ک							92′1	-		830, 5	19213951125311241				51.	2537124	2537124										80,			141				162	128′ €				ò	ò	ò	457		
ļ	٠,								-		87′ €	95/12	84	84,	ò	86	7		ò	14	27,	75	73′	73,	73,	73,	80,				į Š				_	140′ 1	357.1	132/ 1	137′1	ò	ò	ò	85,	88,	<u>~</u>
-	1367320	136/320/	136/320/	136/320/	136/320/	136/320/	136/320/	90/101/	168'422'	271/136/	146/387/	19273			98	86	19073957	192,395	ò	113/114	112/127/	1307	132	1327	132	1327	125	180/108/	253/280/	ò		119	88	88	87,	331/140/	314/1	314/1		ò	ò	ò	98,	173′	111/1
~	2717	320	271′	271′	271′	271′	271′	340,	256,	315	271,	285	291	262′	262′	292	285	282	ò	193,	1957	1307	158	158	158	158	140′	1937	240′	628	, p 0	462	628′	628	728	331	327′	328	335	ò	ò	ò	156	198	000
-	ò	à	χè	89	,89	, 89	390,	, 20 10	106	670′	98	124	670 ′	£ 20,	640′	640′	120′	120′	800,	430	590	5501	510	510′	510	500	540	540	230,	510	074	00 4	550	550	440	270′	260′	270′	460′	ò	3501	180	510	2907	550
4	200,) Second	831,	831	831	831,	8317	1920′	948	830,	830	12537	70591	1650′	17327	1732	395/1253/	12537	69011460	390/1324/	1337	2004	450/1528/	450/1528/	450/1528/	1192	,9691		,009	330/2005/	27/7	420/1772/	2112	440/2112/	240/1720/	464	431	431	24567	400/2132/	,0061	180/ 170/	180/2620/	1450	13727
<u>ر</u>	320	320,	320	320	320,	320,	320	450′1	422,	320,	387	395/1253/	500/1650/	500/1650	47011732	470/1732/	395/1	395,1253,	690′1	390.1	500/1732	500/2004	4507	450′1	450	450/1192	480, 1696	490	333	330	440/1//2	420	44072112	440	2407	480	480′	460	500/2456/	400	370/1900	180	4807	490/1450	50071372
-	134	3,75	136′	136	136	136	136	340,	168	140′	146′	192′	520	520′	580	580	190	192	900	480′	510	480′	490	490	490,	480	490	480	253	620	966	450	620	620	7201	330,	330	330	380	620′	350	180	460′	510	4 80,
[-	271	271	2717	271′	271,	271,	271′	450′	256′	270′	291	282	440,	44 0′	410′	410	282	282	470′	4 00,	400	400	400,	400,	400,	400,	4 00,	4 00	480	430	360	350	350	3507	430	310′	310′	310	420,	380,	1160	760'	400	400	400
2	1320-00-529-7339	D250 1320-00-783-5828	D561 1320-00-226-6147	D561'1320-00-841-1057'	D562'1320-00-073-8847'	D5631320-00-126-73391	D563'1320-00-872-3164'	D570'1320-00-555-5126'	D572'1320-00-965-0571'	D579'1320-00-936-8276'	0579'1320-00-936-8278'	D651 1320-00-929-8389	D675'1320-00-028-4374'	D675'1320-00-542-0132'	D676'1320-00-028-4375'	D676'1320-00-028-4378'	D680'1320-00-542-0728'	D684'1320-00-986-9731'	DRAG 1427-00-163-8959	6881 1330-00-133-8244	6890/1330-00-028-5839/	0937 0000-00-000-0000 / 1869	6940/1330-00-028-5909/	6945/1330-00-935-6122/	6950/1330-00-028-5916/	6955/1330-00-301-1982/	6963/1330-00-028-5908/	HO50'1330-00-930-8945'	H110'1340-00-132-0482'	H459/1340-00-223-7224/	H48/1340-00-933-6198/ H489/1340-00-149-1198/	H488 1340-00-143-/108 H480/1340-00-926-1945/	H519'1340-00-143-7107'	H519'1340-00-406-7327'	H534/1340-00-191-3315/	H555'1340-00-143-7032'	H555/1340-00-892-1561/	H555'1340-00-926-4086'	H568'1340-01-029-8012'	HB26'1340-00-689-4075'	HAMK 10000-00-000-0000 1	HELL 10000-00-000-00001	K092'1345-00-529-7303'	K121 1345-00-096-3093	1345-00-710-6946
[-	0550	0230	0561	D561	0562	0563	D263	0220	0572	0579	0579	D651	0675	D675	0676	D676	0890	0684	DRAG	6881	0880	6937	6940	6945	6950	6955	6963	1030	H110	H459	148	H490.	1319	H219	H534	H555	H3555	13335	H368	H826	¥	¥	K092	K121	K143

16	- MINE AT (HV) MIS	Ā	D. MINELDI	OF CANADA	CIT LOCAL CONTRACTOR	C POI - MAUKE, POI - FIC	C POT - SMOKE - HC	B'SIG ILL GND GREN STR	B'AL ILLUMGND RED STAR	B'SIG ILLUM GND WHITE STAR (B'SIGNAL GREEN STAR PARA	B'SIGNAL RED STAR PARA	B'SIGNAL WHITE STAR FARA		B'SIGNAL SMOKEGROUND WHITE [B'SIGNAL SMOKEGROUNDYELLOW	B'FLARE AIRCRAFT PARA	- FLARE TRIP M49			A CHARGE DEMO	A CHARGE, DEMO-TNT	A CHARGE, DEMO-TNT	A CHARGE, DEMO-TNT	- CHG DEMO 40# CRATERING	A CHARGE-ROLL	900'12'A*'CAP, BLASTING, ELECTRIC	23/5000/24/A*/CAP, BLASTING, NONELECTRIC	A CHARGE, DEMO SHAPED-MZ		A CHARGE, DEMO-SHAPED, M-Z A CHARGE, SHAPED-40-LB	-								
22	1						-	,			,		Ĺ	,	Ţ				,		ς.				Ċ			à	*	*												
=	1 / 45	26.7%	4/15)		1748	1/27	36,36	36/27	36'27	30.24	36/27	36/27	36/27	240736	240/36/	240/36/	240/36/	2'18	16/24	1, 1	20736	192,40,	100/24/	100/32	50/24/	1,20,	3/12/	0,12	0′24	4.16	3,16,	3,16,	1								
≃			١																						-	<u>រ</u> ោ			8	န်			<u>.</u>			Items in columns	6.10	s 10	۳			
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2	Q	746	ò		ک	12,	150,	132	133,	1337	34	33,	33,	32,	,10	017	017	01,	,99	110	ò	86,	80,	.001		,96	226	140	175	103,	104	98/104/	1047			I	e,	ha	SC	ар		
6	. 121	125/134	000	100	•	108/115	150/1	134/1	134/1	134/1	125		134/133	134/132/	135/101	135/101	135/101/	135/101/	143	144'110'	ò	115	134	165'100'	110′	114	89,	18671407	202/175/	163/103	95,104,	86	95/104	:	(s	(sa		(:)				
8	- ,081	200	100	107	104	129	155,	149	149	149	183	149	149	149	153	151	151	151	443	2137	ò	140	177′	180	228	226'	275	7661	272′	239	331	333,	3317	}	inche	(Inch	(168)	(c.11.f	cage	allet		
-	- 0		000	9	00.4	500	,089	630	500	500	480	500	500	500	510	,089	630	630	480	580	390	360	500	460′	570	440	2907	370′	580′	610′	320	350,	350,	}	Package width (inches)	Package height (Inches)	Package weight (1hs)	Package volume (cu.ft.)	Rounds per package	Packages per pallet	v	lon
٦	- \v	000		67%	408	2356′	1392	.0861	1585	385	886	585	585	585	116	116	116	116	772	324	,866	310/1792/	400/2180/	420/2116/	470/2308/	400/1804/	430/1120/	370/1480/	530/1504/	540/2068/	450/1120/	450/1120/	450/1120/	3	kage	kage	. kage	.kage	id spui	kages	DOT class	Description
5	V 2000 / 000 P	7 .07		000	380, 1804	400,2	51011	46271	45011	12071	42071	450 1585	450 1585	450/1585	46072116	470/2116	47072116	470/2116	450/1772	500/2324/	430,3993	1071	2,001	120/2	170/2	1001	30′1	170/1	530/1	54072	1207	15021	15000	2	9. Pa	lo. Pac	11. Pa				15. 00	16. De
-	- , 0 8	•	-			510 4	•	447 4			7	-	-	-			-		٠,	-		480			480.4	480 4	270′ 4	4307		480	-		330,		·	_	=	-	1	7	۲.	
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,	1948-900-00 MAC	K180*1345-00-028-5118*	1940-00-124-60	K182,1345-00-782-5513	K2501345-00-324-14257	K866 1365-00-598-5207	K86711365-00-598-52201	L305/1370-00-182-3408/	1306/1370-00-756-2591	1307/1370-00-756-2588/	130/1370-00/05 200	1310 1370-00 783 8834	1312/1370-00-756-1859/	1314/1370-00-629-2335/	1340/1370-00-926-1931/	L341 1370-00-926-1930	1342/1370-00-926-1933	1343/1370-00-926-1932	1.473/1370-00-088-5658/	495/1370-00-028-5944/	LANC 2000-00-000-0000	M023 1375-00-724-7040	M024 1375-00-728-5941	M030 1375-00-926-9394	MO31 1375-00-028-5140	M032'1375-00-028-5142'	M039 1375-00-028-5145	M060'1375-00-926-4108'	M130'1375-00-756-1865'	M131′1375-00-028-5226′	M420'1375-00-028-5237'	M420′1375-00-926-3939′	M420′1375-00-935-1924′ M421′1375-00-028-5241′	1470-970-00-0151	1. DODIC number	2 . ::SN	 Pallet length (inches) 	4. Pallet width (inches)	Pallet height (inches)		7. Pallet volume	8. Package length (Inches)
[-		K180	1017	K182	K250	K866.	K867	L305	1306	1307	3 6	25.	312	316	340	1341	1342	343	1 473	405	N N	M023	M024	M030	M031	M032	M039	M060	M130	M131	M420	M420	M420	774								

1 2	m	-	40		_	∞	တ	2	=	12	13 14	15	16
\sim			390, 7		٠.	334	118/1	117		٠.	3000, 6,		C'DET CORD
M591 1375-00-724-9613	3, 410,	480	510, 2908,		280	195,	114	, 8	117′	13,	100/24		A'DYNAMITE
M626'1375-00-028-5178'			450 1660		430′	408	105	78′	78,	197	150'20'		C'FIRING DEVICE, DEMO
M627'1375-00-028-5190'	0, 400,	480	440/17	1764 4	480	199,	1191	95.	25,	13′	2007327		C'FIRING DEVICE, DEMO
M629'1375-00-028-5188'	8′420′	520	500/17	1700′6	630	154	114,108	08,	20,	12′	150/32/		C'FIRING DEVICE, DEMO
M630'1375-00-028-5183'	3, 400,	480	480/2200		530	155	100	85,	332,	ž	150,60	Ċ	C'FIRING DEVICE, DEMO
M670'1375-00-025-5246'	6. 460	520	360, 6	658′4		301	15171	7641		39.	, 0		C'FUZE, TIME-BLASTING
M757'1370-00-926-3985'	5, 400,	480	430/1468		470	173	120/127	27′		15	2704		A'CHARGE, DEMO ASSY
M766'1375-00-691-1671'	1, 430,	480	440′1612	,	520	216	119/131/	317		20,	300/24/		C'IGNITER, TIMEBLASTINGFUZE
MLRS 0000-00-000-000	-	445	39075172	,		ò	ò	ò		ò	6,1	À	A MLRS
N248 1390-00-993-5619			430,2044	•	410	149	130	93,	54.	10,	16/36	×++×	16/36/++/FUZE, MT
N248'1390-00-993-5691		200	430,2044		410	149	130	63,	54,	10′	16/36	\ + + ,	
N276'1390-00-341-4184'		520	420,22	2260′ 5	530	185	13971	29,	,06	.61	40.24	ò	C/MT
N278'1390-00-889-2044'	4 430		330,2080		410	1497	130	93,	Š	107	16,36		A'FUZEMT WITH BOOSTER
N285'1390-00-805-0692'	2, 430,	500	420,2260	,	520	149	130	. 26	26	10′	16.48		C'FUZE MT ; SQ
N308'1390-00-143-7008'		480	430/1612		470	149′	130	93,	42,	10′	16/36/		- FUZE PD M572
N311'1390-00-009-5572'			330,2080,	, 80	ò	ò	ò	ò	ò	ò	8'72'		-/FUZEPOINT DET BOOSTER
N335'1390-00-892-4302'			430,2080		410	1497	130	93,	10	10′	16/36/		A/FUZE PD
N335'1390-00-965-0824'			430,2080,		410′	148	130	>1		10	16/36/		A'FUZE, PD
			510/2620		640	146′	128′	91		10.	16/60	<u> </u>	FUZE PROX M532
N462'1390-00-935-9246'		480	420′1801′		480	146	1291120	20%		134	16/27		A'FUZE FROX
N463'1390-00-182-3132'		· 510	440,2368		510	146	1291120	207		13,	16/36/		A'FUZE FROX
N477'1390-00-926-4055'	5 430	480	420/1963/		480	1537	120/146	. 94		16′	25/27/		C/FUZE PROX
N523'1390-00-892-4202'		480	510/12	1276′4	480	244	12111	14.	,79	20,	5007247		C/PERCUSSION
REDE 1425-00-183-5990			440, 6		290	ò	ò	ò	ò	ò	6′1	ď	A'REDEYE-STINGER
SHIL '0000-00-000-0000'			510'1187'		450	ò	ò	ò	ò	ò	6	ď	A SHILLELAGH
TOW 1410-00-087-1521		480	400/1126/		480	ò	ò	ò	ò	ò	12′1	ď	A TOW
1299611425-00-183-5990		280	440' 6	E 7659	290	ò	ò	ò	ò	ó	_	++	/++ REDEVE-STINGER
7997/1410-00-087-1521/	1 590	.480	400/1126/		480	ò	ò	ò	ò	ò	-	MOL . ++.	TOM
299811427-00-163-8959	9' 470'	, 800	690′1460′		800	ò	ò	ò	ò	ò	7	++	/++/DRAGON
\0000-000-00-0000\ 666Z	0' 520'	450	510/11	1187 4	450	ò	ò	ò	ò	ò	ý	\++	1'++'SHILLELAGH
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	ò \	ò	ò	ò	ò	ò	ò	ó	ò	ò		2	111111111111111111111111111111111111111
PIP>\$													
			1										

1. DODIC number	number	٠.	9. Package width (inches)	
2. NSN		10.	Package height (inches)	Items in columns
3. Pallet	Pallet length (inches)	Ξ.	Package weight (1hs)	3,4,5,7,8,9,610
4. Palle	Pallet width (inches)	12.	Package volume (cu.ft.)	have a times 10
5. Palle	Pallet height (inches)	13.	13. Rounds per package	scale factor
6. Palle	Pallet weight (1bs)	14.	Packages per pallet	applied.
7. Palle	Pallet volume (cu.ft.)	15.	15. DOT class	
8. Packay	Package length (inches)	16.	16. Description	

APPENDIX B

LOADING EXAMPLE

The example shows the dialog that occurs between the computer and "ASP clerk" in meeting a request from a fictitious 121st Aviation Battalion. Their request for 282 rounds of 2.75 HE Rockets (DODIC H488), 560 rounds of 2.75 HE Rockets (DODIC H826), 72 rounds of TOW, and 360 mines (DODIC K180) is to be loaded upon six 5-ton trucks and two GOERs.

This example was selected to demonstrate program capatilities and doesn't necessarily reflect the TOE and ammunition requirements of an aviation battalion.

Underlined items in the dialog indicate entries by the "ASP clerk." All other items are computer program responses or prompts.

An Ammunition Stores Slip DA 3151 compatible form is shown in Figures 1B through 8B which was developed in response to the interactive dialog and execution of the program. Figures 9B through 11B show the corresponding vehicle by vehicle load configuration required to satisfy the ammunition request.

```
05-0CT-81
ASP #602
121 AVN BN
                                                                                                                                      ARE ALL ENTRIES CORRECT 22
           OS-OCT-818
ENTER ASP ID NUMBER >>
ASP #6028
ENTER REQUESTING UNIT >>
                                                                           YOU HAVE ENTERED:
DATE
ASP ID NUMBER
REQUESTING UNIT
ENTER DATE >>
```

Program start Accounting and forms data entered.

Block 1

SELECT MENU # FOR VEHICLE TO BE LOADED
2 = 2-1/2-TON TRUCK
5 = 5-TON TRUCK
8 = 8-TON GOER
12 = 12-TON S+P TRUCK
0 = NONE OF ABOVE >> ñ

Block 2
Ammunition carrying vehicle is
identified. 5-Ton trucks are selected.

ENTER # OF VEH OF SELECTED TYPE TO BE LOADED >>

6 VEHICLES ARE TO BE LOADED. IS THIS CORRECT ??

Block 3 Begin building a temporary memory	amm	Data base is searched and the ASP	Liefk is presented with a descriptive list of one or more NSN's common to the DODIC entered.	The ASP clerk selects an NSN, enters	the number of rounds requested and the number of rounds available for	1ssue.			
	DESCRIPTION ROCKET HE 2.75 IN								
	PK/P 12								
	RD/ 3								
	WT 1732								
	WID 46.0				☆			282. 282. RSA22	
	JEN 35.0			TED >>	ISSUED				CT 22
ENTER DODIC >>	* NSN 1 1340-00-143-7106	O NONE OF ABOVE	SELECT LINE # >>	SOUR GUANTITY REQUESTED >>	ENTER QUANTITY TO BE ISSUED	ENTER LOT NUMBER >>	ENTER LOT LOCATION >>	YOU HAVE ENTERED: QUANTITY REQUESTED QUANTITY TO BE ISSUED LOT NUMBER	ARE ALL ENTRIES CORRECT ??

DO YOU HAVE OTHER AMMO TO ISSUE ?? $\pm \Sigma$

the second secon

A second type of ammunition to be issued is identified for entry into the temporary memory resident ammunition file.

Block 4

ENTER DODIC >>

DESCRIPTION ROCKET HE 2.75 IN PK/P 16 RD/ 4 WT 2132 WID 62.0 LEN 38.0 1340-00-689-4075 NSN N

NONE OF ABOVE

SELECT LINE # >>

ENTER QUANTITY REQUESTED >> 36.04 ENTER QUANTITY TO BE ISSUED >>

"360\$
ENTER LOT NUMBER >>
SAB18\$:
ENTER LOT LOCATION >>
28\$

560. 560. SAB18 28 YOU HAVE ENTERED: QUANTITY REQUESTED QUANTITY TO BE ISSUED LOT NUMBER LOT LOCATION

ARE ALL ENTRIES CORRECT 22

```
DESCRIPTION
TOW
                                                                                 PK/P
                                                                                RD/
12
                                                                                WT
1126
                                                                              WID
48.0
DO YOU HAVE OTHER AMMO TO ISSUE ??
                                                                                                                                                  ENTER QUANTITY REQUESTED >> 726
ENTER QUANTITY TO BE ISSUED >> 726
ENTER LOT NUMBER >> 5176
ENTER LOT LOCATION >> 206
                                                                              LEN
59.0
                                                                                                                                                                                                                                      YOU HAVE ENTERED:
GUANTITY REQUESTED
GUANTITY TO BE ISSUED
LOT NUMBER
LOT LOCATION
                                                                                  1410-00-087-1521
                                                                                                      NONE OF ABOVE
                                                                                                                        SELECT LINE # >>
                                              ENTER DODIC >>
```

A third type of ammunition to be issued is identified for entry into the temporary memory resident ammunition file.

Block 5

ARE ALL ENTRIES CORRECT ??

Block 6 A fourth type of ammunition to be issued is identified for entry into the tempotary memory resident ammunition file.					
	DESCRIPTION MINE AT(HV) M15				
	PK/P				
	RD/				
	WT 2305				
ISSUE ??	WID 54.0		\$	360. 360. 814 46	
	LEN 45.0		TED >>		CT 72
DO YOU HAVE OTHER AMMO TO	ENTER DODIC >> K1804 * NSN 1 1345-00-028-5118	O NONE OF ABOVE SELECT LINE # >>	ENTER QUANTITY REQUESTED >> 3606 ENTER QUANTITY TO BE ISSUED >> 3606 ENTER LOT NUMBER >> K148 ENTER LOT LOCATION >> 4448	YOU HAVE ENTERED: QUANTITY REGUESTED QUANTITY TO BE ISSUED LOT NUMBER LOT LOCATION	ARE ALL ENTRIES CORRECT

Rlock 7 The issue procedure is complete. All ammunition requested for issue has been identified to the system.	The list of ammunition in the temporary memory resident ammunition file is displayed to the ASP clerk.	The ASP clerk can select any item from this list to begin the loading procedure. The selected armunition is displayed	and an opportunity to load or reconsider is provided.	
	*~00	◆	*	
	DESCRIPTION ROCKET HE 2.75 IN ROCKET HE 2.75 IN TOW	MINE AT(HV) M15	DESCRIPTION ROCKET HE 2,75 IN	
	PK/P 12 16	4 N	PK/P 12	
Ç.	RD/ 3 44	 4	RD/ 3	X A
ISSUE ?	WT 1732 2132 1126	2305	WT 1732	OBETAKE
110 10	46.0 62.0 48.0	0.4.0	WID 46.0	CTION T SELECTI
OTHER A	LEN 35.0 38.0	45.0 ABOVE	15.0	* FOR A ARGO NOTHER SELECT
DO YOU HAVE OTHER AMMO TO ISSUE ??	# DODIC 1 H488 2 H826 3 TOW	4 K180 45 0 NONE OF AB ENTER LINE # >>	# DODIC 1 H488	SELECT MENU # FOR ACTION TO BE TAKEN 1 = LOAD CARGO 2 = MAKE ANOTHER SELECTION 3 = REMOVE SELECTION FROM LIST >> 14

REQUESTED ANT OF 282, RDS REPRESENTS 7,83 PLTS.
ENTER # OF PLTS TO BE ISSUED

TYPE O IF LESS THAN 1 >>

8\$

SELECTEL HAN ORDERED AMOUNT.
IS THIS OK ?>

Y\$

Block 8

The program computes the number of pallets to be loaded and the ASP clerk adjusts fractional quantities to whole pallet quantities. The program then computes the load configuration for the selected ammunition.

		0 11 = 10
VENICLE #		A voltal to the second
DODIC H488		1s displayed at the ACD classic
	ROCKET HE 2.75 IN	termine)
		• 101101
LOAD WT 8660		Simultaneously a DA 1151 (America)
ORIENTATION 1		Stores 51tp) compatible output to animal
		(see Figures 18 and 28)
VEHICLE LOAD INFORMATION:	I ON:	
		The load is spanned across two Sates
		LUCKS.
DODIC H488		
	ST HE 2,75 IN	
	1	
	5196	
ORIENTATION 1		

A GAP IS AVAILABLE FOR LOADING: THE DIMENSIONS ARE 52.0 BY 46.0 INCHES. SELECT CARGO THAT WILL FIT. DODIC LEN WID WT RD/ PK/P H H826 38.0 62.0 2132 4 16 Z TOW 59.0 48.0 1126 12 1 3 K180 45.0 54.0 2305 1 45 0 NONE OF ABOVE		DESCRIPTION ROCKET HE 2.75 IN TOW MINE AT(HU) M15
ING; 44.0 INCHE 11 RD/ 1132 4 1126 12 305 1	•	PK/P 16 1 45
A GAP IS AVAILABLE FOR LOADING: THE DIMENSIONS ARE 52.0 BY 46.0 SELECT CARGO THAT WILL FIT. DODIC LEN WID WT H H826 38.0 62.0 2132 2 TOW 59.0 48.0 1126 3 K180 45.0 54.0 2305 0 NONE OF ABOVE	INCHES	
A GAP IS AVAILABLE FOR LOAI THE DIMENSIONS ARE \$2.0 BY SELECT CARGO THAT WILL FIT. DODIC LEN WID 1 H826 38.0 62.0 2 TOW 59.0 48.0 3 KI80 45.0 54.0 0 NONE OF ABOVE	JING;	WT 2132 1126 2305
A GAP IS AVAILABLE F THE DIMENSIONS ARE SELECT CARGO THAT WI DODIC LEN 1 H826 38.0 2 TOW 59.0 3 K180 45.0 0 NONE OF ABOVE	FOR LOAD 52.0 BY 17.	WID 62.0 48.0 54.0
A GAP IS AVAI THE DIMENSION SELECT CARGO DODIC 1 H826 2 TOW 3 K180 0 NONE OF	LABLE FIS ARE	LEN 38.0 59.0 45.0 ABOVE
7 THE SELE 0 3 3 2 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P IS AVAI DIMENSION CT CARGO	<u> </u>
	A GA THE SELE	* ~ U W O

Block 10 A GAP is Identified by the program; however, none of the remaining unloaded ammunition will fit the GAP.

The ASP clerk elects to continue the loading process in the next virtual row.

~ N M

ENTER LINE # >>

GAP WILL NOT BE USED.

* - N W O	DODIC LEN H826 38.0 TOW 59.0 K180 45.0 NONE OF ABOVE	LEN 38.0 59.0 45.0 ABOVE	MID 62.0 48.0 54.0	WT 2132 1126 2305	RD/ 4 12 1	PK/P 16 1 45	DESCRIPTION ROCKET HE 2.75 IN TOW MINE AT(HV) M15	# ~ N M	The ASP clerk s
EN #1	ENTER LINE # >>	\$							
* "	DODIC H826	LEN 38.0	WID 62.0	WT 2132	RD/	PK/F 16	DESCRIPTION ROCKET HE 2.75 IN	#	
SELE 3	SELECT MENU # FOR ACTION TO BE TAKEN 1 = LOAD CARGO 2 = MAKE ANOTHER SELECTION 3 = REMOVE SELECTION FROM LIST >> 14	# FOR AN ARGO NOTHER SELECT	T MENU # FOR ACTION TO BE TAKEN LOAD CARGO MAKE ANOTHER SELECTION REMOVE SELECTION FROM LIST >>	DINE TAI	KEN X				

.

selects the next ammunition to be loaded.

Block 11

REQUESTED ANT OF 560, RDS REPRESENTS 8.75 PLTS.

ENTER # OF PLTS TO BE ISSUED

TYPE 0 IF LESS THAN 1 >>
94

SELECTED QUANTITY IS 16. RDS MORE THAN ORDERED AMOUNT.

TYPE

The program computes the number of pallets to be loaded and the ASP clerk adjusts fractional quantities to whole pallet quantities. The program then computes the load configuration for the selected ammunition.

Block 13 A vehicle by vehicle load configuration is computed.	A DA 3151 compatible output is printed (see Pigures 29, 3B, and 4B).	The load is spanned across three vehicles of the same type.	
* PARTIAL LOAD INFORMATION: * VEHICLE # 2 * DODIC H826 * DESCRIPTION ROCKET HE 2.75 IN	* # OF PLTS 1 * LOAD WT 7328 * ORIENTATION 2	* VEHICLE LOAD INFORMATION: * VEHICLE # 3 * DODIC H826 * DESCRIPTION ROCKET HE 2.75 IN * # OF PLTS 4 * LOAD WIT 8528 * COSTENATOR .	* VEHICLE LOAD INFORMATION: * VEHICLE # 4 * DODIC H826 * DOSCRIPTION ROCKET HE 2.75 IN * # OF PLTS # 4 * LOAD WT 8528 * ORIENTATION 1

The second secon

Block 14 The ASP clerk grants permission to mix ammunition on the last 5-ton truck and selectes the TOM for loading.					Block 15 The program computes pallet quantities.
	* = N	* "			
	DESCRIPTION TOW MINE AT(HV) M15	DESCRIPTION TOW			6.00 PLTS.
т. С:	PK/P	PK/P			
THIS VEHICLE ??	RD/ 12 1	RD/ 12	KEN A		RESENT
ON THIS	MT 1126 2305	WT 1126	TO BE TAKEN ION OM LIST >>]	RDS REPI SUED
CARGO	WID 48.0 54.0	WID 48.0	SELECT		72. O BE IS AN 1 >>
TO MIX	LEN 59.0 45.0 ABOVE	V V 29.0	# FOR # ARGO NOTHER SELECT		MT OF PLTS TI ESS TH
DO YOU WANT TO MIX CARGO ON 'YS	DODIC TOW K180 NONE OF	ENTER LINE # >> 14	SELECT MENU # FOR ACTION TO 1 = LOAD CARGO 2 = MAKE ANOTHER SELECTION 3 = REMOVE SELECTION FROM 118		REQUESTED AMT OF 72, RDS REPRESENTS ENTER # OF PLTS TO BE ISSUED TYPE O IF LESS THAN 1 >>
8\$1	* - 40	# # ENTE	SELE 3		ENT TYP

	INCHES.
	26.0
	87.0 BY
	HAN
PALLET WILL NOT FIT;	T SMALLER
WILL	PALLE
PALLET	SELECT

DESCRIPTION TOW MINE AT(HV) M15
PK/F 1 45
RD/ 12 1
WT 1126 2305
#1D 48.0
LEN 59.0 45.0 ABOVE
DODIC TOW K180 NONE OF
* ~ 40

ENTER LINE # >>

An opportunity is provided to allow the ASP clerk to select another type of ammunition from the list of ammunition remaining to be loaded. Now is found which will fit; therefore, the propram will load ammunition on the next

An ammunition selection is made and loading is directed.

available 5-ton truck,

The program determines that the TOM pallet will not fit in the space remaining on the last used 5-ton (ruck,

Block 16

NEXT VEHICLE WILL BE USED FOR LOAD.

DESCRIPTION TOW MINE AT(HV) MIS	
PK/P 1 45	
RD/ 12 1	
MT 1126 2305	
WID 48.0 54.0	
LEN 59.0 45.0 ABOVE	â
DODIC 1	R LINE # >>
*~00	ENTER 1

DESCRIPTION TOW	
PK/P	
RD/ 12	¥KEN
WT 1126	FOR ACTION TO BE TAKEN LOAD CARGO MAKE ANOTHER SELECTION FROM LIST >>
WID 48.0	SELECTION TOOK
LEN 59.0	# FOR A
DODIC TOW	SELECT MENU # FOR ACTION TO BE TAKEN 1 = LOAD CARGO 2 = MAKE ANOTHER SELECTION 3 = REMOVE SELECTION FROM LIST >> 1\$
* "	SELEC 1 " 2 " 3 "

REQUESTED ANT OF 72, RDS REPRESENTS 6.00 PLTS.
ENTER # OF PLTS TO BE ISSUED
TYPE O IF LESS THAN 1 >>
6.60

Block 17 The program computers the police cuantities.

36

81 Block 18	A venicle by vehicle load configuration is committed	• 100 100 100 100 100 100 100 100 100 10	A DA 3151 ACCURATE S.		(see figures 5B and 6B).	The load to the last	oni solumed ser con)-ton trucks.								
* VEHICLE LOAD INFORMATION:	* VEHICLE # 5		* DESCRIPTION TOW	* # OF PLTS 3	* LOAD WT 3378	* ORIENTATION 1		* VEHICLE LOAD INFORMATION:	*	* VEHICLE # 6	* DODIC TOW	z	ģ	* LOAD WT 3378	* ORIENTATION 1	

DO YOU WANT TO MIX CARGO ON THIS VEHICLE ??

The ASP clerk grants permission to mix ammunition on the last used 5-ton truck. Block 19

The program identifies a GAP; however, the ammunition remaining to be loaded will not fit in the GAP. The ASP clerk cannot make a selection. DESCRIPTION MINE AT(HV) M15 PK/P 45 A GAP IS AVAILABLE FOR LOADING; THE DIMENSIONS ARE 28.0 BY 48.0 INCHES. SELECT CARGO THAT WILL FIT. 80 WT 2305 WID 54.0 DODIC LEN K180 45.0 NOPE OF ABOVE 0

Block 20

ENTER LINE # >>

Block 21	CAP is not to be used. The ASP clerk selects the remaining ammunition to be loaded in the next virtual row on the 5-ton truck.			
	* "		*	
	DESCRIPTION MINE AT(HV) M15		DESCRIPTION MINE AT(HV) M15	
	PK/P		PK/P 45	
	RD/		RD/	× KEN
	WT 2305		WT 2305	O BE TA
e.	WID 54.0		WID 54.0	CTION T
RE USE	LEN 45.0 ABOVE	<u>^</u>	45.0	# FOR FARGO ARGO NOTHER SELECT
GAP WILL NOT BE USED.	DODIC LEN K180 45.0 NONE OF ABOVE	ENTER LINE # >>	DODIC K180	SELECT MENU # FOR ACTION TO BE TAKEN 1 = LOAD CARGO 2 = MAKE ANOTHER SELECTION 3 = REMOVE SELECTION FROM LIST >> 14
g de	* -0	ENTER	* "	SELEC 1 # 2 # 3 # 14

REQUESTED AMT OF 360, RDS REPRESENTS 8.00 PLTS.
ENTER # OF PLTS TO BE ISSUED
TYPE O IF LESS THAN 1 >>
88

Pallet quantities are computed. 81ock 22

> 6.0 INCHES. PALLET WILL NOT FIT; SELECT PALLET SMALLER THAN 87.0 BY

DESCRIPTION MINE AT(HV) M15 PK/P 45 æ ₩T 2305 WID 54.0 DODIC LEN K180 45.0 NONE OF ABOVE ~0

ENTER LINE # >>

The program determines that the remaining virtual row size (87x6) is too small to accept the selected ammunition pallet.

No ammunition of a compatible size is left in the ammunition list and the ASP clerk elects not to select from the list.

IS ANO	THER V	EHICLE	TYPE A	IS ANOTHER VEHICLE TYPE AVAILABLE ??	E 2			Block 24 The program determines that all available 5-for trucke bone bone	s that all
SELECT 2 2 2 2 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1	MENU # FOR 2-1/2-TON . 5-TON TRUCK 8-TON GOER 12-TON S+P NONE OF ABI	# MENU # FOR VEHICK # 2-1/2-TON TRUCK # 5-TON TRUCK # 8-TON GOER # 12-TON S+F TRUCK # NONE OF ABOVE :>	SELECT MENU # FOR VEHICLE 2 = 2-1/2-TON TRUCK 5 = 5-TON TRUCK 8 = 8-TON GOER 12 = 12-TON S+P TRUCK 0 = NONE OF ABOVE :>	TO BE LOADED	LOADED			utilized. Since there is ammunition. remaining to be loaded, the program prompts for identification of other vehicle types that may be available to receive the remaining ammunition.	inave bren is ammunition the program ion of other be available g ammunition.
ENTER :	# PO #	8 OF 8	ENTER # OF VEH OF SELECTED		TYPE TO BE LOADED >>	OADED >:	٥		
2 VEI	HICLES S CORR	2 VEHICLES ARE TO IS THIS CORRECT ?? Y*	2 VEHICLES ARE TO BE LOADED. 5 THIS CORRECT ?? 6	ADED.					
NEXT	EMICLE	WILLB	NEXT VEHICLE WILL BE USED	FOR LOAD.	3D.				;
***	DODIC K180 NONE OF	LEN 45.0 ABOVE	WID 54.0		RD/	PK/P 45	DESCRIPTION MINE AT(HV) M15	*	Block 25 The ASP clerk identifies two GOER trucks as available.
ENTER LINE #	LINE #	^							
* "	DODIC K180	LEN 45.0	1110 54.0	WT 2305	RD/	PK/P 45	DESCRIPTION MINE AT(HV) M15	*"	
SELECT 1 = 1 2 = 1 3 = 8	CCT MENU # FOF = LOAD CARGO = MAKE ANOTHE = REMOVE SELE	FOR A ARGO NOTHER SELECT	LLECT MENU # FOR ACTION TO F 1 = LOAD CARGO 2 = MAKE ANOTHER SELECTION 3 = REMOVE SELECTION FROM I	SELECT MENU # FOR ACTION TO BE TAKEN 1 = LOAD CARGO 2 = MAKE ANOTHER SELECTION 3 = REMOVE SELECTION FROM LIST >> 1.6	aken				
REGULS ENTER TYPE O 84	REQUESSED SAT GE ENTER # OF PLTS : TYPE O IF LESS TA 84 LOADING GOER SECT	REQUESTED ANT OF 360 ENTER # OF PLYS TO BE TYPE O IF LESS THAN 1 1 1 84 LOADING GOER SECTION A	REQUESTED ANT OF 360, RDS I ENTER OF PLIS TO BE ISSUED TYPE O IF LESS THAN 1 >> 84 LOADING GOER SECTION A.	360. RDS REPRESENTS BE ISSUED	ESENTS	8.00 PLTS.	LTS.	Block 26 Pallet quantities are computed.	computed.

Block 27 A vehicle by vehicle load configuration is computed. A DA 3151 compatible form is printed (see Figures 7B and 8B). The load is spanned across two GOER trucks.		т.		10	10
ORMATION: 1 K180 MINE AT(HV) M15 2 4610 1 ORMATION:	1 K180 Mine At(HV) M15 1 6915 2	ORMATION: 1 KISO MINE AT(HV) MIS	:5 ITION:	2 K180 MINE AT(HV) M15 2 4410	ORMATION: 2 2 MINE AT(HV) MIS 6915
NFORMATI KIBO MINE 6 2 4610 1 INFORMATI	1 K180 MINE 6 1 6915	INFORMAT 1 K180 MINE	11525 2 INFORMAT	2 K180 MINE 2 2 4610	NFORMAT 2
VEHICLE LOAD INFORMATION: VEHICLE # 1 DODIC K180 DESCRIPTION MINE AT(H # OF PLTS 2 LOAD WT 4610 ORIENTATION 1	VEHICLE # DODIC DESCRIPTION # OF PLTS LOAD WT ORIENTATION	* PARTIAL LOAD INFORMATION: * VEHICLE * 1 * DODIC K180 * DESCRIPTION MINE ATCH * A OF DITS 2	+ COAD WT 11525 + ORIENTATION 2 + VEHICLE LOAD INFORMATION:	VEHICLE # DODIC DESCRIPTION # OF PLTS LOAD WT ORIENTATION	PARTIAL LOAD INFORMATION: VEHICLE # 2 DODIC K180 DESCRIPTION MINE AT(H # OF PLTS 1 LOAD WT 6915 ORIENTATION 2
* * * * * * * *	* * * * * *	*****	> ** **	*****	· * * * * * * *
LOADING GOER SECTION A.	LOADING GOER SECTION B.		LOADING GOER SECTION A.		LOADING GOER SECTION A.

The program determines that the list of ammunition remaining to be loaded is depleted. The ASP clerk has an opportunity to put additional items on the list that may have been overlooked the first time.

IS YOUR REQUEST COMPLETED ??

END - FINISHED ASP -- STOP

Rlock 28

AMMUNITION STORES SLIP	۵.	AUTHORITY	DATE: 5-00	5-0CT-81
FROM: ASP #602		NAME OF ACTIVITY:		
TO: 121 AVN BN		VEHICLE #; 724718		
RECEIPT ISSUE ()	OTHER(SPECIFY) ()	DRIVER:		
NSNBODICNOMENCLATURE	LOT NO. ACC		ORIENT.	1 1 1
1340-00-143-7106 H488 ROCKET HE 2.75 IN	RSA22	2A 5 180	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1

SIGNATURE OF RECEIVING CHECKER DATE SIGNATURE OF ISSUING CHECKER

Figure 18. Vehicle 724718.

AMMUNITION STORES SLIP		AUTHORITY	> -		DATE: 5-0CT-81
FROM: ASP #602		NAME OF	NAME OF ACTIVITY:		
TO: 121 AVN BN		VEHICLE	#: 727489	5	
RECEIPT ISSUE OTHER(SPECIFY) () ()	CIFY)	DRIVER:			
NSNDODICNOMENCLATURE LOT	NO. ACC	LOCAT. FROM TO	TS-BXS	- OTA OUN	ORIENT.
-7106 H488	422	2A - 3	! 	108	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1340-00-689-4075 H826 SAE ROCKET HE 2.75 IN	SAB18	28 1		79	2
DATE SIGNATURE OF ISSUING	ISSUING CHECKER	DATE	SIGNATURE	(L)	RECEIVING CHECKER

Figure 2B. Vehicle 727489.

AMMUNITION STORES	STORES	SLIP	AUTHORITY 5-0CT-81	T-81
FROM: ASP	ASP #602		NAME OF ACTIVITY:	
TO: 121 AVN	'N BN		VEHICLE #: 976711	
RECEIPT ()	ISSUE ()	OTHER(SPECIFY) ()	DRIVER:	
NSNDODICNOMEN 1340-00-689-4075 ROCKET HE 2.75 IN	-NOMENC:	ICLATURE LOT NO, ACC	LOCAT. PLTS-BXS TOTAL INIT. ORIENT. FROM TO ROUNDS 28 4 256	1 1 1 1 1 1

Figure 3B. Vehicle 976711.

SIGNATURE OF RECEIVING CHECKER

DATE

SIGNATURE OF ISSUING CHECKER

			1 1	! ! !
			ORIENT.	
			L INIT	256
NAME OF ACTIVITY:	VEHICLE #: 874312		1 8	
NAME OF	VEHICLE	DRIVER:	LOCAT. FROM TO	
		OTHER(SPECIFY) ()	LOT NO. ACC	SAB18
				75 H826 IN
ASP #602	1 AVN BN	ISSUE ()	1 02	-40 .75
FROM:	TO: 121 AVN	RECEIPT ()	NSND0	1340-00-689- ROCKET HE 2

DATE:

AUTHORITY

AMMUNITION STORES SLIP

SIGNATURE OF RECEIVING CHECKER DATE SIGNATURE OF ISSUING CHECKER

Figure 4B. Vehicle 874312.

AMMUNITION STORI	STORES SLIP	AUTHORITY	DA1	DATE:
FROM: ASP #602		NAME OF ACTIVITY:		
TO: 121 AVN BN		VEHICLE #: 712455		
RECEIPT ISSUE	JE OTHER(SPECIFY)	DRIVER;		
NSNDODICNOMENCLATURE	NCLATURE LOT NO. ACC	LOCAT. PLTS-BXS T FROM TO	I Z	IENT.
UUUU-00-000-0000 2997 TOW	Z997 S17	!	36	1 1 1 1 1 1

AMMUNITION STORES SLIP

SIGNATURE OF RECEIVING CHECKER DATE SIGNATURE OF ISSUING CHECKER

DATE

Figure 5B. Vehicle 712455.

DATE:				TOTAL INIT. ORIENT. ROUNDS
AUTHORITY	NAME OF ACTIVITY:	VEHICLE #: 517253	DRIVER:	LOCAT. PLTS-BXS FROM TO
۵,			OTHER(SPECIFY) ()	JRE LOT NO. ACC
AMMUNITON STORES SLIP	ASP #602	121 AVN BN	ISSUE ()	NSNDODICNOMENCLATURE
Anaon1110	FROM: ASI	TO: 121 +	RECEIPT ()	NSNDODICN 0000-00-000-00 TOW

SIGNATURE OF RECEIVING CHECKER DATE SIGNATURE OF ISSUING CHECKER

Figure 68. Vehicle 517253.

AMMUNITION STORES	ORES SLIP		AUTHORITY	ITY	DATE:	
FROM: ASP #602	02		NAME O	NAME OF ACTIVITY:		
TO: 121 AVN BN	BN		VEHICLE	3 #: 212439		
RECEIPT ISS	υε)	OTHER (SPECIFY)	DRIVER:			
NSNDODICNOM	IENCLATURE	LOT NO. ACC	LOCAT.	PLTS-BXS	TOTAL INIT, ORIENT ROUNDS	1 ;
1345-00-028-511 MINE AT(HV) MI5	118 K180 15	K14	4 A	~	90 1	ı
1345-00-028-511 MINE AT(HV) M15	.18 K180	K14	4 A		7 5 7	
1345-00-028-5118 MINE AT(HV) M15	18 K180 5	K14	4 A	7	90 2	
DATE	SIGNATURE OF	ISSUING CHECKER	DATE	SIGN	SIGNATURE OF RECEIVING CHECKER	IG CHECKER

Figure 78. Vehicle 212439.

AMMUNITION STORES SLIP		AUTHORITY	ITY		DATE:
FROM: ASP #602		NAME 0	NAME OF ACTIVITY:		
TO: 121 AVN BN		VEHICLE #:	E#: 212597	4	
RECEIPT ISSUE OTH	OTHER(SPECIFY) ()	DRIVER:	_		
OMENCLATURE	LOT NO. ACC	LOCAT. FROM TO	PLTS-BXS	TOTAL INIT. ORIENT. ROUNDS	orient.
1345-00-028-5118 K180 MINE AT(HV) M15	K14	4 V V V V V V V V V V V V V V V V V V V	1 1 1 2 2	06	1 1 1
1345-00-028-5118 K180 MINE AT(HV) M15	K14	4 4	1	45	2

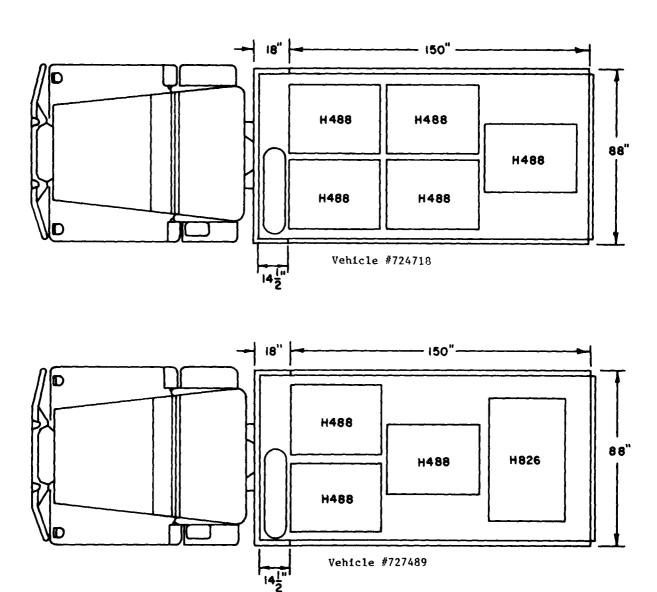
Figure 8B. Vehicle 212597.

SIGNATURE OF RECEIVING CHECKER

DATE

SIGNATURE OF ISSUING CHECKER

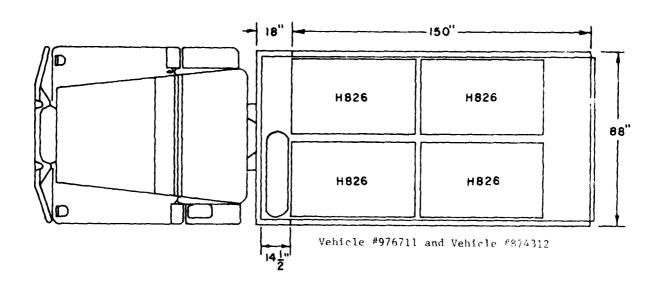
AMMUNITION RESUPPLY VEHICLE

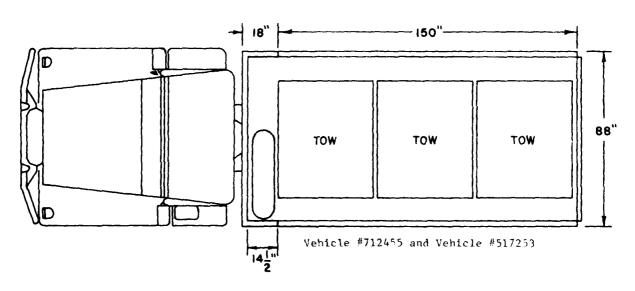


5-TON TRUCKS

Figure 9B. Load Configuration: H488 and H826.

AMMUNITION RESUPPLY VEHICLE

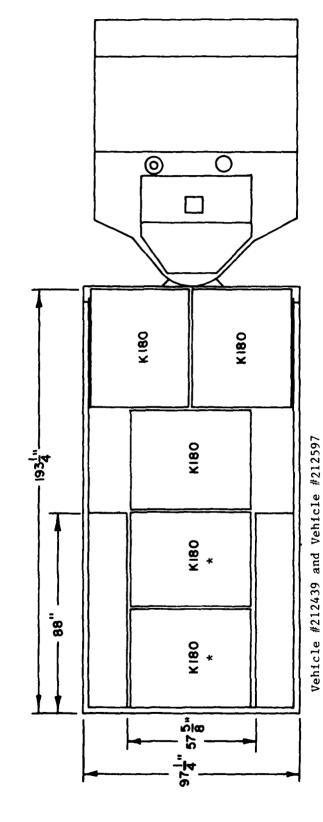




5-TON TRUCKS

Figure 10B. Load Configuration: H826 and TOW.

AMMUNITION RESUPPLY VEHICLE



*Not loaded on Vehicle #212597

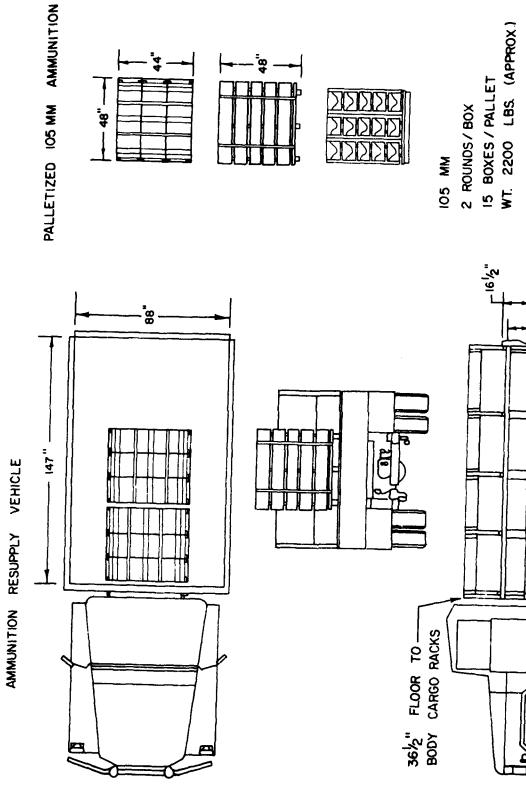
GOER

Figure 11B. Load Configuration: K180.

APPENDIX C

TRUCK LOADING PROGRAM PREDEFINED VEHICLE DIMENSION DATA

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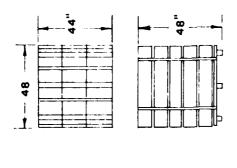
15 BOXES / PALLET WT. 2200 LBS (APPROX.)

Figure 1C. Truck, Cargo, 2-1/2-Ton, M35A2.

54

PALLETIZED AMMUNITION

336"



.06



105 MM
2 ROUNDS/BOX
15 BOXES/PALLET
WT. 2200 LBS (APPROX)

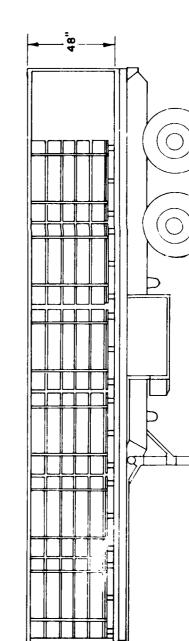


Figure 2C. Semitrailer, Cargo, S&P, 12-Ton, M127Al.

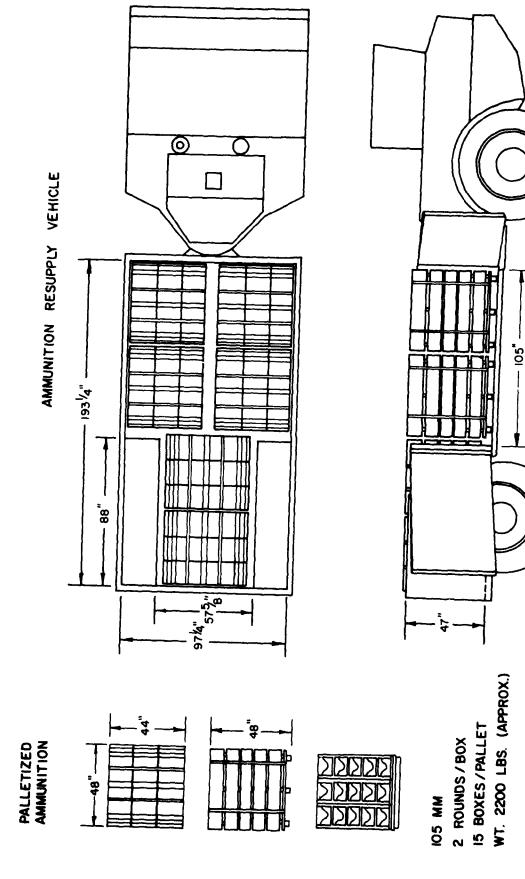


Figure 3C. Truck, Cargo, 8-Ton, M520 (GOER).

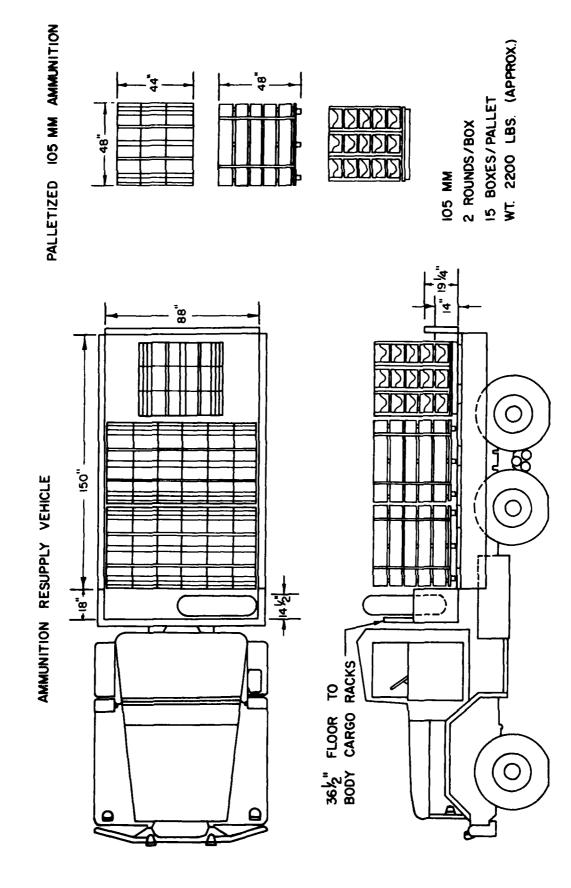


Figure 4C. Truck, Cargo, 5-Ton, Dronside, M813Al.

